Bwf 16

(15)

G. R. S. 59] GPB—15,000—22-7-14

GENERAL AND REVENUE SECRETARIAT.

---

71

1914-15

Local Boards )

P.

**File No.** 177-15.

**Serial Nos.** 1-2-4

---

# Papers Filed.

*Month* Feb 1914

---

SUBJECT.

The question of the District Board or Boards opening a steam tram way Service between Bangalore and Kunigal by raising a Loan at 4% interest under the ~~guarantee of Govt.~~

| PREVIOUS REFEREN. | LATER REFERENCES. |
|---|---|
| | |

Kriengab.
2-7-1914

P.W.D. 11 ]

1913/14

Genl & Rev

PUBLIC WORKS SECRETARIAT

NOTES.

File No. 77

FILE HEADING.

Motor bus service between Bangalore and Kunigal.

From The Secretary to Govt. for Railways.

No. 338, Dated 16-9-13 Received [illegible]-13.

| Diary No. | Enclos. | Spare Copies | Serial No. |
|---|---|---|---|

BRIEF ABSTRACT OF LETTER.

Forwarding for disposal correspondence in connection with the above —

NOTES AND ORDERS.

NOTES—First sheet.

GPR—1,000—17.1.12.

(2

G.R. S. 12]

General and Revenue Secretariat.

25 File No. 74 of 1913-14

Serial No.

August last one Mr A. Subba Rao
gineer, Bangalore, submitted an
pplication to this office requesting
ermission to run a Steam tramway
n the Provincial roads from Banga-
re to Kunigal. But as no information
conditions of working the Scheme was
urnished, Mr Subba Rao was requested
This office no. 7117 dated the 25th
ugust 1913, to furnish through the
gineer-in-Chief certain particulars
erein called for, so that the case
ight be submitted for orders of Govt.
e particulars were not however
urnished:

Slip C

It now appears from the papers
ceived from the Railway Secretary
at the Bangalore District Board
re not in favour of the Steam
amway but want a motor service
etween Bangalore and Kunigal via
agadi: vide District Boards Resolution
he District Board requests sanction
Govt for the installation of the
service and for the grant of a loan
Rs 50000 for a period of 20 years.
longer, as the Govt may fix what

NOTE—Contn. s

F. R. S. 12]

General and Revenue Secretariat. | JP | File No. 177 | of 1913-14.

Serial No.

which will be repayable with interest at the Savings Bank rate. The interest and sinking fund charges to discharge the loan in 25 years will be about Rs 3200 to Rs 3400 per annum.

Sup I

3. In their letter no. S 264 dated the 10th September 1913 the Board point out the source from which the interest and sinking fund charges could be met. It appears that the average receipt for the last five years is Rs 89,569 and that there is no likelihood of this coming below Rs 90000. The expenditure is fixed at Rs 81261. The Board further state that a considerable portion of the balance Rs 7739 can be safely utilised for guaranteeing the payment of capital and interest even though the motor service is not paying.

No 1651/9941. Dated 27th Nov. 1913.

4) Forwarded to the Secretary to Govt. Genl and Rev Depts. for favour

IV
8/11

29/11/13

NOTE—Contn. sheet

(84

G. R. S. 12]

General and Revenue Secretariat. | dS File No. 177 of 1913-14

Serial No.

of needful action, as it is a question to be dealt with primarily in the Local Boards Branch.

5) If the opinion of the Public Works Department is required on any point, after the proposals are generally accepted by Govt and put into final shape, the same will then be furnished.

J. H. Garrett
Offg: Secretary to Govt:,
P. W. Department

Bangalore.
November 1913.

to
24/11/13

G. R. S. 12.]
General and Revenue Secretariat.

LB File No. 177 of 1913-14

Serial No.

∧/

6) It will be seen from the Statement put up that the average expenditure of the D+BD of Bangalore is much in excess of its average income during the past five years. In 3 of the 5 years, the expenditure largely exceeded the income while in two other years the expenditure was lower than the income by not more than Rs 2000. It will also be seen that under the present rate of normal income and expenditure there can not reasonably be any appreciable Surplus. But on the other hand it has to be apprehended that the expenditure will overtop the receipts. Thus the financial condition of the D+ Bd does not admit of any Sum being set apart for repaying the proposed loan.

7) Unless there is an assurance that the D+BD are able to meet the charges on account of the loan irrespective of the success or otherwise of the scheme, it may not be safe to lend the amount except in case Govt are prepared to forego the amount by way of encouraging trade in the interests of ~~encouraging~~ the town. But the policy of Govt seems to be that in such cases private enterprise should be encouraged as far as possible.

NOTE—Contn. sheet.

GPB—50,000—12-8-10

Dfnis 743

G. R. S. 12 ]
General and Revenue Secretariat.

Lb File No. 177 of 1913-14

| Serial No. | |
|---|---|
| | 8) At the last representative assembly it was suggested that a railway would be preferable to ~~Motor~~ Steam Tramway service. It is understood that the reply of Govt was to the following effect<br>"Bangalore is overserved with Railways A guarantee of 3% interest for 15 years will be considered if a practicable scheme of private effort and capital is brought forward"<br>9) Submitted for orders<br>KP 82.<br>2.12.13 |
| | 10) The Dr. Board of Bangalore want to establish a motor traction service from Bangalore to Kunigal via Magadi. Its estd. cost Rs 5-0,000/- and they want this sum as a loan from Govt. repayable in not less than twenty years, with 3 1/8 % interest.<br>11) Three points arise for consideration:-<br>(i) Whether the life of motor tractors is long enough to admit of the loan being made repayable in twenty or more annual instalments.<br>It is feared that this may not be the case, but this is a matter for professional opinion. |

R. A. Subject
No. 1. 1.7 A-1913

NOTE—Contn. sheet.

Serial No.

Secondly, is the success of the scheme assured to such reasonable extent as to permit the local body to venture in the enterprise? This, again, is a matter for professional opinion, and there are no materials available for coming to a conclusion on this point.

Thirdly, Can the Dt. Board give a guarantee for the repayment of the loan from its funds, irrespective of the financial success of the undertaking?

12) In the [illegible], the financial condition of the Dt. Board has been carefully examined, and a statement of probable receipts and probable recurring expenditure is put up.

flag IV

13) It is based on the figures furnished by the President in his letter to the Rly Secretary, except so far as B. Public works by Civil Dept is concerned. Under this head, the President has proposed Rs 1250. But this amount comprises only the Contributions payable to the Imp[l] funds & prov[l] funds (vide budget.)

flag E

leg B.

14) The President has reported in another Connection that Rs 3000/- is the minimum annual requirement for the provision of rural water supply in the District.

NOTE—Contn. sheet.

GPR—60.000—7-11-13

G. R. S. 12]

General and Revenue Secretariat. | Lb File No. 177 of 1913-14

Serial No.

This expenditure cannot be put off as water-supply is even more important than motor service.

15) Again under Rule 132 (f) of the L. B. Rules, the Union house tax + fees levied for temporary structures, if any, should be wholly appropriated for the purposes of the Union.

16) Deducting from the estimated receipts of Rs 10,000 under house tax, an expenditure on lighting, conservancy, and collection charges incurred in Unions, and debiting Rs 1,000/- as the Union portion of general admn charges, a sum of Rs 4330 is found to be the least amount to be allotted for sanl + other improvements in Unions.

17) The provision for B Public works is therefore raised by Rs 7330/- in Statement flagged N.

18) The normal expenditure will thus be Rs 88,591 against the normal receipts of Rs 90,000, and a balance of only Rs 1,409 will be available for the payment of interest and liquidation of the principal, if the loan of Rs 50,000 is sanctioned.

19) It is improbable that

NOTE—Contn. sheet.

PB—60,000—7-11-13

V. D. mcb. 743

9

G. R. S. 12]

General and Revenue Secretariat. | LB File No. 177 of 1913-14

Serial No.

even the above sum will be available as sanitary improvements in ~~the~~ other Municipal towns cannot be neglected during the Contemplated in Statement flagged N.

20) It appears desirable to leave the Scheme for being worked by private enterprise, especially as an application has been made for permission to lay a tramway along this route. Asst 11/12

Dy Sec 21)

21) It does not seem expedient to sheet out private enterprise without good reasons. No reason is assigned for modifying the reply of Govt to the D. R. D. Draft-order as per note above may be passed. Dsec

22) Draft put up for approval 29/12 Asst 29/12

KP 82 6.1.1914. Bx

23) Please put up ~~this~~ draft as revised Asst 7/1.

(7)

24) As by draft put up.

KP 33 8/1/14 Asst 9/1

Bx Dy Sec 4)

25) A fair draft as revised may be put up Dsec 10/1

26) A clean copy of the revised draft is put up

KP 82 16.1.14)

Bx Dy Sec 4) Asst 19/1

NOTE—Contn. sheet.

GPB—60,000—7-11-13

G. R. S. 12]

General and Revenue Secretariat. | LB File No. 177 of 1913-14

Serial No.

(29)

The draft adv may be approved, if deemed suitable.

Dumergflew 21/1

(as amended)

Yrs. approved

Illegible

28/1

Dumergflew 28/1

Secretary 28/1

The Secy, DWD;
" " Rly Depts
" Presdt., Dist Bd, Bangalore
} no. 7483-8- dt 2-2-14

declines to sanction the proposed Government loan of Rs. 50,000 to the Dist Bd of Bangalore for installing a motor road traction between Bangalore & Kunigal via Magadi.

PTO

NOTE—Contn. sheet.

GPR—60,000—7-11-13

G. R. S. 12]

4086

General and Revenue Secretariat. | Lb File No. 177 of 1913-14

Serial No. | From

0 / The Dy Commr Bangalore Dt N°-558 d 19/1/14

Requests that the views of Govt as regards financing the proposal to open steam tramway service between Bangalore and Kumsal by raising a loan at 4% interest under the guarantee of Govt to cover half the cost, may be ascertained and communicated.

The District Board of Bangalore have proposed to instal a motor road traction service between the places and have asked for a loan of Rs 50000 for the purpose from Govt.

In the absence of good reasons for shutting out private enterprise to open a steam tramway and in view of the unsatisfactory condition of the Dt Board's finances it is proposed to veto the proposals of the Dt Bd. Draft orders to this effect are submitted to the 2nd Cor to-day with L-7 mis 743.

The question now asked is whether Govt are prepared to guarantee an interest of 4% on half the cost required if the same is raised as a loan from the public and to contribute the other half, for opening a steam tramway. In this connection it would perhaps be necessary to

NOTE—Contn. sheet.

GPB—60,000—7-11-13

G. R. S. 12]

General and Revenue Secretariat.

40th

12

Bs File No. 177 of 1913-14

| Serial No. | |
|---|---|

ascertain if there is a necessity for a steam tramway and if so whether the tramway when laid will yield an annual return sufficient to meet the repayment of the loan and the working expenses etc. The Question of Govt Contributing one half the Capital and on the other half guaranteeing interest, arises only When the necessity is established and half the required Capital is underwritten

Subd for orders in Continuation of L7 nil 20743

KP82
22-1-14
BAS
(7)

Does appears to be a matter for the Railway Secretariat. If so, transfer it. The other file Contains Certain papers of that Secretariat. May mayhewsent after that file is disposed of.

Dom
22/1

Draft Submitted for orders

KP82
2.2.14
BAS

Issued
Dm
5/2

To the Secretary for Railways No. 7704 dy 2/2/14

Forwards a copy of the Bangalore Dy Commrs letter no 558 d 6 Jan 1914 together with its enclosures in original about Steam Tramway Service between Bangalore & Kolar

©PB—60,000—7-11-13

G.R.S. 13]

## Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Please see flag E.

Accepts the total figures given in it

| | |
|---|---|
| A. (Public Works | 48,527, |
| C Admn | 6,220 |
| D. Public Health | 24.764 |
| E. Public debt | 500 |
| | 80,011 |

(a) = 450
(b) = 530
c = 10000
(d) = ~~3690~~ 5670
X — 43380 ~~100000~~

As for D Public Health works.

work are as follows:—

3000/- Drinking water wells
1250. Contributions to municipal & provincial funds
4380 X — Union works.
8580. Total B Public Works

~~Please find out X~~

Total of (a), (b), (c) & (d) & deduct it from Rs 10,000 & enter it as X.

Unions pay Rs 10000 towards

(a) But they get Rs 450/- in lighting.
(b) & Rs 530 for conservancy contributions
(c) Deduct also Rs 1000/- from as
Inspecting staff charge of C. & Sanitation borne by Unions.
(d) Find out the establishment for Conservancy in Unions.

Net figure 9438 in B(1) (a) includes the pay of Sanit & Asst Sanit Inspectors. This may be omitted.

*N.B.*—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

Submitted with a revised Statement (appended)
10-12-13

GPB—20,000—14-7-15

# Statement showing the Receipts & Expenditure of the Bangalore St. Bd.

| Year | Receipts | Expenditure | Recurring income | Recurring Expenditure | Remarks:- |
|---|---|---|---|---|---|
| 1908-09 | 83,756 | 97,350 | Rs<br>Local cess 70000 | A.P.W. 47500 | This presumes that nothing |
| 1909-10 | 87,813 | 85648 | House Tax 10000. | 48,527. | will be set apart for original works - not possible - |
| 1910-11 | 95,202 | 93019 | Tolls, Ferry fees fines etc. 5000. | B.P.W 60000 | The President has stated that the lowest amount that can be made available |
| 1911-12 | 89,935 | 101,299 | Contributions 5000 : | Admn & Collection 6250 | for drinking water well is Rs 3000 a year. In view |
| 1912-13 | 90,888 | 102035 | Total Rs: 90000 | D. Public Health: 24750 | of the principle that the income of the Union should be set apart solely for the expenditure of the Union a sum of Rs 5000 |
| Average | 89,518. | 95,870. | = 90000 | 88,500 | at least for 23 Unions would be necessary This proposal to appropriate the Union income for |
| As budgetted for 1913-14. | 92,534. | 93061 | | | expenditure within its limits is being strongly urged by the people & some of the Govt Members at least Rs 200 will be require |

N.B Attention is invited to President's letter no: 264 dg 9.B (S.L.F.)

D 2938.

Statement showing the Receipts & Expenditure of the Bangalore Dt

| Year | Receipts | Expenditure | Recurring income ~~as per Dy Comrs figures~~ | Recurring Expenditure | |
|---|---|---|---|---|---|
| 1908-09 | 83,756 | 97,350 | Local cess - Rs 70000 | A.P.W. Rs 48,527 | as per Dy Comrs figures |
| 1909-10 | 87,813 | 85,648 | House Tax - 10000 | B.P.W. 8,580 | Calculated as per instruction on the remittances to appeal |
| 1910-11 | 95,202 | 93,019 | Tolls fines &c 5000 | C Admin 6,220 | as per Dy Comrs figures |
| 1911-12 | 89,935 | 1,01,299 | Contributions 5000 | D. Public Health &c 24,764 | ——do—— |
| 1912-13 | 90,888 | 102035 | Total 90000 | E Public Debt 500 | ——do—— |
| | | | and this approximate | Total 88,591 | |
| Average | 89,518 | 95,870. | the average as given by the Dy Comrs. | | |
| as budgetted for 1913-14 | 92,534 | 93,061. | Rs 90000 | Rs 88,591 | |

Balance 1,409 rupees.

Bm 600

No 338

Encl 7

SECRETARY'S OFFICE
REGD. No. 6981
20 SEP 1913
MYSORE P. W. DEPT.

MYSORE STATE RAILWAYS.

CENTRAL OFFICE,

*Bangalore*, 16th September 1913.

119

FROM

E. A. S. BELL, ESQ.,

*Secretary to Government of Mysore*

*for Railways, Bangalore.*

To

Karpur Shrinivasarav, Esq., B.Sc., L.C.E.,

Offg. Secretary to the Government of Mysore,
Public Works Department.

SUBJECT:- Motor bus service between Bangalore and Kunigal.

SIR

I have the honour to inform you that in March 1913 an application was received for permission to float a Company for constructing and working a steam tramway between Bangalore and Kunigal. When the District Board of Bangalore were consulted in the matter, they expressed a desire to undertake the work themselves. Subsequently however, they decided in favour of a motor bus service, the capital required for the purpose being borrowed from Government. The idea of constructing a steam tramway having been given up, I think the present question is one that should be dealt with in the Public Works Department (General Revenue Department?)

2. In these circumstances, I forward for favour of disposal letter No.S.264 dated 10th September 1913 together with its enclosures received from the Deputy Commissioner. Copies of the - -

| | |
|---|---|
| 1. Letter No.S.56 dated 15th July 1913 from the President, District Board, Bangalore to the Secretary for Railways.<br>2. This office letter No.105 dated 25th July 1913 to the President, District Board, Bangalore. | marginally noted correspondence on the subject are |

also enclosed for information.

I have the honour to be,
Sir,
Your most obedient servant,

E. A. S. Bell

Secretary for Railways,
Government of Mysore.

GPB—1,000—31-1-13

file 22/7/13 BR III

20/9/13

SECRETARY'S OFFICE
REGD. No.....
20 SEP 1913
MYSORE P. W. DEPT.

Letter No.S. 56 dated 15th July 1913 from the President, District Board, Bangalore to the Secretary to the Government of Mysore for Railways, Bangalore.

******

With reference to your letter No.1383 dated 11th/13th June 1913, calling for certain particulars re: the construction of a steam tramway between Bangalore and Kunigal via Magadi, and preparation of a scheme to carry out the undertaking, I have the honour to submit for the information of Government in the Railway Department, copy of the Resolution of the District Board of Bangalore, passed at a meeting held on the 5th instant, wherefrom it will be seen that the Board are for introducing Motor road traction service between Bangalore and Kunigal, via Magadi, costing about Rs.50,000. I request that you will be so good as to obtain the sanction of Government for installing the service, and for the grant of the loan of Rs.50,000 which will be repayable within twenty years or longer, as the Government may fix, with interest at Savings Bank rate.

In this connection, I beg to state that I have been receiving applications from private companies, for permission to introduce Motor Service. The framing of rules for the safety and convenience of passengers, and for preventing unhealthy competition, appears to be necessary; and if the District Board is granted the loan prayed for, steps will have to be taken to prevent outside competition for a fixed number of years.

**********

"Copy"

Secretary for Railways,
Government of Mysore.

Proceedings of the meeting of the District Board, Bangalore, held on 5th July 1913.

******

SECRETARY'S OFFICE, REGD No..... 20 SEP 1913 MYSORE P. W. DEPT.

Ex-Officio Members.

Present.

1. K.Chandy, Esq., B.A. (President)
2. The Assistant Commissioner, Dist. Treasury, Vice President
3. do. Closepet Dvn. Member.
4. do. Dodballapur Dvn. Member.
5. The District Medical & Sanitary Officer, Bangalore Dist.

Absent.

6. The Executive Engineer, Bangalore Division.
7. The Deputy Inspector of Schools, Bangalore District.

Non-Official Members

Present

8. Mr. ChickGuruva Reddi of Bangalore Taluk.
9. " Seenappa of Hoskote Taluk.
10. " Naraharayya, Nelamangala Taluk.
11. " Shamanna, Kamkanhalli Taluk.
12. " Ramachendra Rao, Magadi.
13. " Karebhama Narasimhayya Setty of Closepet.
14. " Hucheerappa of Anekal Taluk.
15. " Hanumantha Rao of Devanhalli Taluk.
16. " D.A.Ballard of Anglo Indian Association.
17. " B. Oosmankhan, Bangalore Taluk.
18. " Byre Gowda, Hoskote Taluk.
19. " S. Dasappa, Nelamangala Taluk.
20. " Abdulkhuddus of Chennapatna Taluk.
21. " K. Puttappa, Anekal Taluk.
22. " Karnik Krishnamurti Rao of Magadi.

Absent.

23. " Chandrasekharaya of Dodballapur Taluk.
24. " Venkate Gowda of Chennapatna.
25. " Venkatrayappa of Dodballapur Taluk.

The Amildars of Bangalore, Hoskote, Nelamangala, Kankanhalli, Chennapatna, Anekal, Devanhalli and the Deputy Amildar of Closepet were present and the Amildars of Dodballapur and Magadi were absent.

********

Read.- Letter No. 1383 dated 11th June 1913, fr[illegible] Secretary to the Government of Mysore for Railways regarding the construction of a Steam Tramway between Bangalore and Kunigal via Magadi and the preparation of a scheme to carry out the undertaking.

RESOLUTION

Mr. E.A.S. Bell(Secretary to the Government of Mysore for Railways) was specially invited to be present at the meeting as the subject was important and relative merits of traction engines had to be known. Mr. Bell responded cheerfully and was present. Copies of the Memorandum kindly drawn up by him were circulated to the members and the same was explained to them in Kanada also. Vide copy of the memorandum attached. Then discussion was invited in which several members took part. After much deliberation and interchange of views, the question was put to the vote. Only two members were in favour of tramway and the rest were for motor road traction, as it is less costly and serves all needs for the present. The opinion of the majority was adopted, and it was further resolved that the Government be approached to lend the Board a sum of - - Rs.50,000 required for installing the service; the Board being prepared to liquidate the loan in easy annual instalments within 20 years or longer as the Government may fix with interest at the Savings Bank rate.

**********

"Copy"

Sd/- K. Chan[illegible]

President, District Board,
Bangalore Di[illegible]

**********

"Copy"

Secretary for Railways,
Government of Mysore.

Memorandum on the relative cost of Motor Road traction and Tramway traction.

******

On certain motor car services in South India which are being run on a commercial scale, the cost per car mile including running expenses, interest on capital, depreciation and management charges has averaged out at 12 annas for an average load of 3 tons either passenger or goods. This amounts to 4 annas per ton mile but these results have been achieved on good roads and in the present state of roads in Mysore at least one anna should

For a steam tramway the cost would of course vary with the ruling grade, but assuming 1 to 50 as ruling grade the cost might be taken 3 nies per ton mile excluding interest on capital. Working results are therefore greatly in favor of a tramway as compared with road motor traction.

On the other hand, capital cost is very much in favour of motor traction. A tramway from Bangalore to Kunigal via Nagadi would cost 5 or 6 lakhs of rupees whereas the cost of installing a motor service would be perhaps Rs.50,000/- for cars plus cost of a workshop for repairs, unless local firms in Bangalore were utilized for this purpose, which would probably prove in the long run more expensive than undertaking the repairs departmentally. This sum represents the cost of three cars at Rs.15,000/- each and three Trailers of one ton capacity each.

Next as regards fares the charges on certain services in Southern India vary from 1¼ annas to 2 annas a mile for a reserved seat and ¾ anna to 1 anna a mile for an ordinary seat, whereas by tramway the charges mightbe 1½ annas a mile for upper class and ½ anna a mile for lower class

6

The services which might be provided with three cars would be as follows:-

1 car would leave Bangalore in the morning for Kunigal and return in the evening.

1 car would leave Kunigal in the morning for Bangalore and return to Kunigal in the evening

1 car spare.

The chief advantage of a motor service as compared with a Light Tramway is that in the event of failure on one route the cars can be transferred to another route or sold at a substantial proportion of their original cost, and so the loss of capital is not large whereas in the case of a tramway a very large sum is irrecoverable, if the tramway service is given up as being unprofitable.

Bangalore,
4th July 1913.

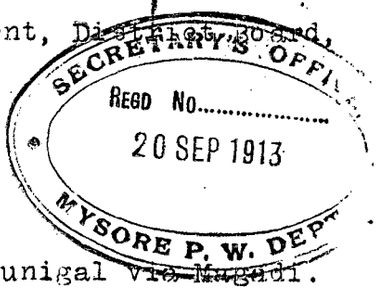
Copy.

K Lwandy

President, District Board,
Bangalore District

(4)

Letter No.105 dated 25th July 1913 from the Secretary to the Government of Mysore for Railways, to the President, District Board, Bangalore.




********

Motor bus service between Bangalore and Kunigal ~~via Nagadi~~.

---

With reference to your letter No.S.56 dated the 15th July 1913, requesting that Government sanction may be obtained to the grant of a loan of Rs.50,000 to the District Board for the above, I have the hono to inform you that the interest and sinking fund charges to discharge the loan in 20 years will be about Rs.3,200 to Rs.3,400 per annum - - according to the terms of the loan. I therefore request that you wil kindly point out the source from which the District Board propose to meet these charges.

2. It is likely that the motor service may yield something over the working expenses to the District Board. But an assurance that th Board are able to meet the charges on account of the loan irrespective of the success or otherwise of the scheme is required before Government can be approached in the matter.

********

"Copy"

Secretary for Railways,
Government of Mysore.

d (5)

Very urgent

OFFICE OF SECRETARY FOR RAILWAYS P.W.D.
Reg. No. 240
11 SEP 1913
GOVERNMENT OF MYSORE.

SECRETARY'S OFFICE
REGD. No.
20 SEP 1913
MYSORE P. W. DEPT.

From The Deputy Commissioner
Bangalore District.

To The Secretary to the
Government of Mysore
for Railways
Bangalore.

Dated
Despatched 10th September 1913
Received
General No. S. 264
No.
Enclosure No. 2.

Submitted to Hon'ble Secy:

Our reference to this D.O. is dated 25th July 1913 or over a month & the present reply is marked "Very urgent". It is therefore difficult to understand where the urgency comes in.

The question of the loan etc: requires disposal at the hands of the Secy:

PRao

Keep for Secretary's orders.

D.D. 11/9

I think I have subsequently noted that the question of a motor bus service should be considered by the P. W. D. not by the Railway Dept. Letter to be drawn

Last 15/9

Pointing out the source from which the Bangalore District Board proposes to meet the interest & sinking fund charges on the proposed loan of Rs. 50000/- for Motor Bus Service between Bangalore & Kunigal via Magadi

Office of the Deputy Commissioner,
Bangalore District.
Dated, Bangalore, the 9th Sept. 1913.

From. K. Chandy, Esqr, B.A.,
Deputy Commissioner,
Bangalore.

To. E. A. S. Bell, Esqr.
Secretary to the Govt. of Mysore
for Railways,
Bangalore.

Sir,

With reference to your letter No. 105 dated 25-7-13 requesting to point out the source from which the District Board proposes to meet the interest and Sinking fund charges on the proposed loan of Rs 50000/-, I have the honor to state that the District Board as per G. O. No. 32-45—L. B. 246-12-5 dated 2-7-13 (Copy enclosed) has budgetted for an income of Rs 108470 for the year 1913-14, of which the receipt for the year is Rs 93,174. The average receipt for the last five years is Rs 89,589 and there is no likelihood of this going down below Rs 90000. On the expenditure side the fixed charges amount to Rs 81261 as shown in the margin

| | |
|---|---|
| A. Public works, to be executed by P.W.D. Dept. recurring charges only | Rs 48,527. |
| B. Public works, to be executed by civil Dept. recurring charges only | Rs 12,500. |
| C. [illegible] | [illegible] |
| D. Public Health, Safety & Conservancy | Rs 24,764 |
| F. Public Debt | Rs 500/- |
| Total | 81,261 |

The Board has thus a balance from its average annual receipts of about Rs 9000, a considerable portion of which, the Board can utilize for guaranteeing repayment of capital and interest, even though the Motor Service may not be paying. It has also a cash balance of Rs 15,296 and from the Chandapur Sante

S-ante in the Chekkal Taluk, it will get immediately Rs 500/- and after 3 or 4 years about Rs 2000/-

(Vide G.O. No. 8673-6 / L.B. 163-12-28 dated 26-4-1913, copy enclosed)

Hence financially the loan is quite safe

I have the honor to be,
Sir,
Your most obedient Servant
K. Maudy
Deputy Commissioner.

Proceedings of the Government of His Highness the Maharaja of Mysore.

SECRETARY'S OFFICE
REGD. No.....
20 SEP 1913
MYSORE & COORG

Read:-

Government order no: 3685-6/W.D.87-312-11-6 dated the 19th October 1912, directing the discontinuance of the Weekly Market at Chandapur in the Anekal Taluk as recommended by the District Board, Bangalore District.

2. The several petitions from the people of some villages of the Anekal Taluk and the adjoining British Territory and the people of Anekal town urging both for and against the continuance of the market.

3. Correspondence ending with letter no: 409 dated the 7th March 1913 from the Deputy Commissioner, Bangalore District submitting a detailed report about the arrangements to be made, if the market is to be continued.

Order thereon no: 8673-6/L.B.163-12-23 dated Bangalore, the 26th April 1913.

In September 1912 the Deputy Commissioner, Bangalore District, reported

Reported that the Chandapur weekly Market, opened in 1900 might be discontinued as the realizations from the levy of fees thereat were decreasing and the octroi Revenue of the Anekal Municipality was suffering diminution. Accordingly the discontinuance of the Market was ordered by Government in Government Proceedings No: 3165-69 R.D. 312-11-6 dated 19th October 1912.

2. On the Strong representation of the people Resorting to the Market that it should be continued at least for a temporary period pending further consideration, the Deputy Commissioner was Requested to hold in abeyance the order of the 19th October 1912 read above, and to Submit further Report dwelling upon all the aspects of the case.

3. In March 1913 he Submitted his Report pointing out that the Market was Popular and centrally situated and ascribing the fall in the income from fees to the following Causes:—

(a) The inadequacy of the present Collection Staff.

(b) The absence of a barricade [15] around the open market plain to prevent Smuggling.

(C) Shopsliving open only for a few hours, facilitating evasion of payment of tolls.

The report also specifies the following conditions subject to which the market may be continued:- (1) the enclosing of the market ground and the erection of a few stalls therein (2) the entertainment of the marginally noted establishment for Collection work and (3) the abolition of octroi in the Anekal Municipality and the annual grant of Rs 500/- to the municipality out of the income from fees at the cham- -pur weekly market to compensate the resulting loss.

one market Sergeant on Rs 15/- per mensem . . . . .
Four mutsaddies on Rs 8/- each per mensem.
Four peons on Rs 6/- each per mensem

4. The only objection seriously urged against the continuance

of the market is that the octroi Revenue of the Anekal Municipality is thereby affected. But this has not been clearly established. The Shanday being a trade concern beneficial to a larger area and population cannot be terminated on that account. Further Government are of opinion that the Shandy owing to its central situation is likely to prove a nucleus of Commercial enterprise for the Surrounding villages. Accordingly they are pleased to direct that it be continued permanently.

5. Turning to the causes of the decrease in the realization of the market fees, Government are disposed to attribute it to want of supervision, probable lack of honesty on the part of petty officials entrusted with the collection and the absence of a Regular System of levy. The very Satisfactory collections of fees made by the Superintendent of Police on one occasion and the

Assistant

Assistant Commissioner and the Amildar on another occasion under Special orders of Government, are confirmatory in this view.

6. The Presidents' proposal to entertain the collection establishment at a cost of Rs 85/- per annum cannot be sanctioned as it involves an expenditure out of proportion to the highest income in any one year and is not in conformity with the accepted principal that in such cases the cost of collection should not exceed 10% of the gross income.

7. Government order that the proper lines for working and developing the concern are as follows:-

(1) The right to collect fees should be sold by auction year after year commencing from 1st July 1913, immediate arrangements being made for the publication

of the necessary Sale notification in the Mysore Gazette in the form appended

(2) 75% of the annual yield from the market should be set apart for the construction of Suitable Stalls to begin with and a compound wall and drains afterwards.

(3) The private land on which the weekly Market is now held should be immediately acquired, No better site being available for the purpose.

8. As regards the proposal to abolish octroi in the Anekal Municipality and to make good the consequent loss by an annual Grant of Rs 500/- out of the income from market fees, Government observe that no claim to compensation can be recognised for loss, if any, due to completion

between

between two lawful trades. The Anekal Municipality must look to the development of other Sources of Revenue and the prevention of plague which has doubtless seriously dislocated local business in the past.

(Sd) T. Govinda Rao
for offg Secretary to Government

"Copy

Maudi

Deputy Commissioner

SECRETARY'S OFFICE
REGD No.
20 SEP 1913
MYSORE P. W. DEPT.



18

READ—

Letter No. 431, dated 13th March 1913, from the President, District Board, Bangalore District, submitting the Budget Estimates of the Bangalore District Board for the year 1913-14.

No. 32-45—L. B. 246-12-5, DATED BANGALORE, 2ND JULY 1913.

ORDER THEREON.—*Receipts.*—The Board estimate their income under all heads for the year 1913-14 at Rs. 93,174 against the sanctioned estimate of Rs. 90,888 for 1912-13.

2. *Expenditure.*—The provisions proposed under the several heads are accepted with the following modifications:—

D. PUBLIC HEALTH, SAFETY AND CONVENIENCE.

3. *Conservancy and Sanitation (a) Establishment.*—There is an excess provision of Rs. 420 under this head. The provision of Rs. 132 on account of pay to two watchers of ponds is unauthorizedly included under this head instead of under "D. 9 Water supply and maintenance charges (4) Establishment" to which it has now been transferred. There is still an excess of Rs. 288 to be accounted for and the President is requested to explain this variation at an early date

| Items of expenditure | As proposed by the District Board | As sanctioned by Government | Remarks |
|---|---|---|---|
| | Rs. | Rs. | |
| *D. 2. Medical Relief.* | | | |
| (a) (iii) Contingencies ... | 560 | 300 | Figures furnished by the Comptroller have been adopted. |
| Rent ... ... | 160 | 220 | |
| Furniture ... | 84 | 126 | |
| (iv) Dieting charges ... | 250 | 243 | |
| (v) Bedding and clothing ... | 25 | 32 | |
| (vi) Country medicines ... | 520 | 682 | |
| (c) *Midwives and Maternity.* | | | |
| (ii) Reward for extra labour cases ... ... | ... | 47 | |
| (iii) Travelling allowance ... | 20 | 59 | |
| (iv) Cost of articles required. | 50 | 32 | |

*Proceedings of the Government of His Highness the Maharaja of Mysore,*

4. The Budget Estimates as now revised and sanctioned will stand as noted below:—

| | | Rs. |
|---|---|---|
| Opening balance on 1st July 1913. | | 15,296 |
| Estimated receipts for the year 1913-14. | | 93,174 |
| Total .... | | 1,08,470 |
| Deduct expenditure. | | 93,561 |
| Estimated closing balance. | | 14,909 |

K. R. SRINIVASIENGAR,
*Secy. to Govt., Gen. & Rev. Depts.*

To—The President, District Board, Bangalore.
The Comptroller, Mysore Government.
The Chief Engineer in Mysore, with extracts relating to A. Public Works.
The Comptroller, Public Works and Railway Branch, with extracts relating to A. Public Works.
The Senior Surgeon with the Government of Mysore.
The Sanitary Commissioner with the Government of Mysore
The Revenue Commissioner in Mysore.
The Presidents of other District Boards.

Exd.—C. L.

B.·D.

A.—Abstract Estimates of Revenue and Expenditure for the year 1913-14.

| Items | Estimate for the year 1913-14 | Revised estimate for the year 1912-13 | Sanctioned estimate for the year 1912-13 | Accounts of the year 1911-12 (audited figures) | Difference between columns 3 and 4 | Difference between columns 2 and 3 | Items | Estimate for the year 1913-14 | Revised estimate for the year 1912-13 | Sanctioned estimate for the year 1912-13 | Accounts of the year 1911-12 (audited figures) | Difference between columns 10 and 11 | Difference between columns 9 and 10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| RECEIPTS. | | | | | | | EXPENDITURE. | | | | | | |
| 1. Local cesses ... | 70,000 | 71,675 | 69,000 | 69,821 | + 2,675 | — 1,675 | A. Public works executed by the Public Works Department ... | 49,707 | 62,257 | 62,333 | 62,930 | — 76 | — 12,550 |
| 3. House tax including mohatarfa and tax on vacant lands and hittals ... ... | 11,783 | 11,574 | 10,700 | 9,407 | + 874 | + 209 | B. Public works executed by the Civil Department ... ... | 11,370 | 12,793 | 8,870 | 13,170 | + 3,923 | — 1,423 |
| 7. Tolls and ferries ... | 28 | 15 | 15 | 46 | ... | + 13 | C. Administration and collection ... ... | 7,220 | 4,276 | 6,900 | 4,524 | — 2,624 | + 2,944 |
| 9. Fees, fines and miscellaneous ... ... | 5,447 | 4,973 | 5,950 | 4,848 | — 977 | + 474 | D. Public health, safety and convenience ... | 24,764 | 22,842 | 23,932 | 20,677 | — 1,090 | + 1,662 |
| E. Contributions and grants in aid ... | 5,276 | 5,804 | 5,223 | 5,815 | + 581 | — 528 | E. Miscellaneous ... | ... | ... | ... | ... | ... | ... |
| F. Public debt ... ... | 640 | 795 | ... | 1,354 | + 795 | — 155 | F. Public debt ... | 500 | 752 | ... | — 964 | + 752 | — 252 |
| Total Receipts ... | 93,174 | 94,836 | 90,888 | 91,291 | + 3,948 | + 1,662 | Total Expenditure ... | 93,561 | 1,02,920 | 1,02,035 | 1,02,265 | + 885 | — 9,619 |
| Opening Balance ... | * 15,296 | 23,380 | 23,380 | 34,354 | ... | ... | Closing Balance ... | 14,909 | *15,296 | 12,233 | 23,380 | ... | ... |
| Grand Total ... | 1,08,470 | 1,18,216 | 1,14,268 | 1,25,645 | ... | ... | Grand Total ... | 1,08,470 | 1,18,216 | 1,14,268 | 1,25,645 | ... | ... |

* The closing balance of the revised estimate should be taken as the opening balance of the "year of estimate."

93,174
640
23,534

*Proceedings of the Government of His Highness the Maharaja of Mysore,*

B— Statement showing details of estimates of receipts for the year 1913-14.

| Items of receipt | Estimate for the year 1913-14 | | Revised estimate for the year 1912-13 | | Sanction estimate for the year 1912-13 | | Accounts of the year 1911-12 (audited figures) | |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | | 3 | | 4 | | 5 | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| A. Local cesses— | | | | | | | | |
| 1. Allotment from local cess on land revenue ... ... ... | 70,000 | ... | 71,675 | ... | 69,000 | ... | 69,821 | ... |
| 2. Railway cess ... ... | ... | ... | ... | ... | ... | ... | .. | .. |
| Total A ... | ... | 70,000 | .. | 71,675 | ... | 69,000 | ... | 69,821 |
| B. House tax including mohatarfa and tax on vacant lands and hittals ... | 11,783 | 11,783 | 11,574 | 11,574 | 10,700 | 10,700 | 9,407 | 9,407 |
| C. Tolls and ferries— | | | | | | | | |
| 1. Tolls ... ... .. | ... | ... | ... | ... | ... | ... | ... | ... |
| 2. Ferries ... ... ... | 28 | ... | 15 | ... | 15 | ... | 46 | ... |
| Total C ... | .. | 28 | ... | 15 | ... | 15 | ... | 46 |
| D. Fees, fines and miscellaneous— | | | | | | | | |
| 1. Cattle pounds— | | | | | | | | |
| (a) Fines for cattle trespass ... | 2,520 | ... | 2,860 | ... | 2,800 | ... | 2,314 | ... |
| (b) Sale proceeds of stray cattle... | 1,023 | ... | 642 | ... | 1,270 | ... | 913 | ... |
| (c) Refund of feeding charges .. | 630 | ... | 426 | ... | 600 | ... | 492 | ... |
| Tolal 1 ... | .. | 4,173 | .. | 3,928 | ... | 4,670 | .. | 3,719 |
| 2. License fees— | | | | | | | | |
| Fees for dogs ... ... | ... | .. | ... | .. | ... | .. | .. | ... |
| Fees for shops ... .. | .. | ... | .. | .. | ... | .. | .. | .. |
| Other license fees ... ... | .. | ... | ... | .. | ... | .. | .. | .. |
| Tolal 2 ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 3. Market collections ... ... | 400 | 400 | 280 | 280 | 700 | 700 | 467 | 467 |
| 4. Cart-stand fees ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 5. Fees from travellers' bungalows, musafirkhanas and rest houses and lodges ... ... | 150 | 150 | 169 | 169 | 150 | 150 | 139 | 139 |
| 6. Slaughterhouse fees ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 7. Rents from cooly colonies ... | ... | ... | ... | ... | ... | .. | ... | ... |
| 8. Rents from other buildings and lands ... ... .. | ... | ... | ... | ... | ... | | . | ... |
| 9. Fines under Village Sanitation Rules ... ... ... | 39 | 39 | 57 | 57 | 50 | 50 | 57 | 57 |
| 10. Other fines ... ... | ... | ... | ... | ... | ... | . | . | ... |
| 11. Sale proceeds of lands and produce of lands ... ... | ... | ... | ... | ... | .. | ... | .. | ... |
| 12. Sale of manure ... ... | 262 | 262 | 330 | 330 | 300 | 300 | 287 | 287 |
| 13. Interest on arrears of revenue... | ... | ... | ... | ... | ... | ... | ... | ... |
| 14. Interest on investments ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 15. Notice and warrant fees ... | 25 | 25 | ... | ... | ... | ... | ... | ... |
| 16. Revenue from railways ... | ... | ... | ... | ... | ... | ... | ... | ... |

*Local Fund and Sanitary (Local Boards), dated 2nd July 1913.*

B. STATEMENT—*contd.*

| Items of receipt | Estimate for the year 1913-14 | | Received estimate for the year 1912-13 | | Sanctioned estimate for the year 1912-13 | | Account of the year 1911-12 (audited figures) | |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | | 3 | | 4 | | 5 | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 17. Cattle shows ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 18. Lapsed deposits ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 19. Other items ... ... | 393 | 393 | 209 | 209 | ... | ... | 176 | 176 |
| Miscellaneous— | | | | | | | | |
| Recoveries on account of overpayments of previous years ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous ... ... | ... | ... | ... | ... | 100 | 100 | 3 | 3 |
| Total D ... | ... | 5,447 | ... | 4,973 | ... | 5,950 | ... | 4 848 |
| E. Contributions and grants-in-aid— | | | | | | | | |
| (Purposes to be specified) | | | | | | | | |
| 1. Government— | | | | | | | | |
| For Sanitary purposes ... | 1,140 | ... | 1,100 | ... | 1,104 | ... | ... | ... |
| 2. Municipal Funds ... ... | 3,794 | ... | 3,124 | ... | 3,899 | ... | 3,124 | ... |
| 3. Local Funds General ... ... | ... | ... | 1,500 | ... | ... | ... | 1,500 | ... |
| 4. Other sources (to be specified)— | | | | | | | | |
| Muzrai Funds ... ... | 249 | ... | 42 | ... | 220 | ... | 1,153 | ... |
| Private individuals ... ... | 109 | ... | 88 | ... | ... | ... | 38 | ... |
| Total E ... | ... | 5,276 | ... | 5,804 | ... | 5,223 | ... | 5,81 |
| F. Public debt— | | | | | | | | |
| 1. Loans ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 2. Deposits ... ... ... | 640 | ... | 795 | ... | ... | ... | 1,026 | ... |
| 3. Advances ... ... ... | ... | ... | ... | ... | ... | ... | 328 | ... |
| Total F. ... | ... | 640 | ... | 795 | ... | ... | ... | 1,354 |
| Total Receipts ... | ... | 93,174 | ... | 94,836 | ... | 90,888 | ... | 91,291 |

*Proceedings of the Government of His Highness the Maharaja of Mysore,*

C.—Statement showing details of estimates of expenditure for the year 1913-14.

| Items of Expenditure | Estimate for the year 1913-14 | | Revised estimate for the year 1912-13 | | Sanctioned estimate for the year 1912-13 | | Accounts of the year 1911-12 (audited figures) | |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | | 3 | | 4 | | 5 | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| *Expenditure.* | | | | | | | | |
| A. Public works executed by the Public Works Department— | | | | | | | | |
| 1. Original works ... ... | 1,700 | ... | 6,764 | ... | 8,200 | ... | 7,463 | ... |
| 2. Repairs ... ... ... | 41,125 | ... | 47,918 | ... | 44,022 | ... | 46,849 | ... |
| 3. Establishment ... ... | 7,372 | ... | 7,370 | ... | 9,214 | ... | 8,382 | ... |
| 4. Tools and plant ... ... | 210 | ... | 235 | ... | 264 | ... | 256 | ... |
| Total A ... | ... | 49,707 | ... | 62,257 | ... | 62,700 | ... | 62,950 |
| B. Public works executed by the Civil Department— | | | | | | | | |
| 1. Original works ... ... | 4,720 | ... | 5,676 | ... | 3,770 | ... | 6,360 | ... |
| 2. Repairs ... ... ... | 5,720 | ... | 5,685 | ... | 3,830 | ... | 5,201 | ... |
| 3. Establishment ... | ... | ... | 132 | ... | ... | ... | 187 | ... |
| 4. Tools and plant ... | ... | ... | ... | ... | ... | ... | 5 | ... |
| 5. Contribution on account of road repairs— | | | | | | | | |
| (a) To Provincial Funds ... | 250 | ... | 250 | ... | 250 | ... | 1,217 | ... |
| (b) To Municipal Funds ... | 1,000 | ... | 1,000 | ... | 1,000 | ... | | ... |
| Total B ... | ... | 11,370 | ... | 12,793 | ... | 8,870 | ... | 13,170 |
| C. Administration and collection— | | | | | | | | |
| 1. Administration— | | | | | | | | |
| (a) Deputy Commissioner's Office establishment ... | 1,704 | ... | 3,152 | ... | 1,674 | ... | 3,176 | ... |
| (b) Taluk Office establishment ... | 1,800 | ... | | ... | 1,800 | ... | | ... |
| (c) Travelling allowance of the establishments ... ... | 150 | ... | 4 | ... | 100 | ... | 4 | ... |
| (d) Travelling allowance to non-official members of Local Boards ... ... | 2,300 | ... | 253 | ... | 1,800 | ... | 661 | ... |
| (e) Other items— | | | | | | | | |
| Deputy Commissioner's Office contingencies ... ... | 120 | ... | 281 | ... | 120 | ... | 213 | ... |
| Taluk Office contingencies ... | 240 | ... | | ... | 240 | ... | ... | ... |
| Stationery charges ... ... | 50 | ... | ... | ... | ... | ... | ... | ... |
| Furniture ... ... | 100 | ... | 2 | ... | 100 | ... | 2 | ... |
| Miscellaneous ... ... | 40 | ... | ... | ... | 40 | ... | ... | ... |
| Total 1 ... | ... | 6,504 | ... | 3,692 | ... | 5,874 | ... | 4,056 |
| 2. Collection— | | | | | | | | |
| (a) House and mohatarfa taxes— | | | | | | | | |
| (i) Establishment ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| (ii) Commission ... ... | 590 | ... | 439 | ... | 900 | ... | 275 | ... |
| (iii) Contingencies ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total (a) ... | ... | 590 | ... | 439 | ... | 900 | ... | 275 |

C.—STATEMENT—*contd.*

| Items of expenditure | Estimate for the year 1913-14 | | Revised estimate for the year 1912-13 | | Sanctioned estimate for the year 1912-13 | | Accounts of the year 1911-12 (audited figures) | |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | | 3 | | 4 | | 5 | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| (*b*) Tolls, rents and other receipts— | | | | | | | | |
| (i) Establishment ... | ... | ... | ... | ... | ... | ... | ... | ... |
| (ii) Commission ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| (iii) Contingencies ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total (*b*) ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total 2 ... | ... | 590 | ... | 439 | ... | 900 | ... | 275 |
| 3. Refunds— | | | | | | | | |
| Allowance to Yoga Narasimhaswami temple at Gorur ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Other refunds ... ... | ... | ... | ... | ... | ... | ... | 44 | ... |
| Total 3 ... | ... | ... | ... | ... | ... | ... | ... | 44 |
| 4. Pensions and gratuities— | | | | | | | | |
| Contribution towards pensionary charges ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Pensions ... ... | 126 | ... | 145 | ... | 126 | ... | 126 | ... |
| Gratuities ... ... | ... | ... | | ... | ... | ... | 23 | ... |
| Total 4 ... | ... | 126 | ... | 145 | ... | 126 | ... | 149 |
| Total C ... | ... | 7,220 | ... | 4,276 | ... | 6,900 | ... | 4,524 |
| D. Public health, safety and convenience— | | | | | | | | |
| 1. Conservancy and sanitation— | | | | | | | | |
| (*a*) Establishment ... | 9,438 | 9,438 | 8,357 | 8,357 | 9,150 | 9,150 | 7,354 | 7,354 |
| (*b*) Contingencies ... | 230 | ... | ... | ... | ... | ... | | |
| Hire of carts ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Purchase and repair of carts and wheel-barrows, dust bins, tools, brooms, etc. | ... | ... | ... | ... | ... | ... | ... | ... |
| Filling manure and cess pits ... ... | 150 | ... | ... | ... | 230 | ... | ... | ... |
| Removal of lantana, prickly pear and other rank vegetation ... ... | 100 | ... | ... | ... | ... | ... | ... | ... |
| Prizes to patels for keeping villages clean ... | 50 | ... | ... | ... | ... | ... | ... | ... |
| Other items ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total (*b*) ... | ... | 530 | ... | ... | ... | 230 | ... | ... |
| (*c*) Conservancy establishment and sanitation during jatras ... ... | 200 | 200 | 20 | 20 | 200 | 200 | ... | ... |
| ) Plague, cholera and other epidemic charges ... ... | 200 | 200 | ... | ... | 100 | ... | 100 | ... |
| Total 1 ... | ... | 10,368 | ... | 8,377 | ... | 9,680 | ... | 7,354 |

*Local Fund and Sanitary (Local Boards), dated 2nd July 1913.*

C.—STATEMENT—*contd.*

| Items of expenditure | Estimate for the year 1913-14 | | Revised estimate for the year 1912-13 | | Sanctioned estimate for the year 1912-13 | | Accounts of the year 1911-12 (audited figures) | |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | | 3 | | 4 | | 5 | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| (*h*) Vaccination— | | | | | | | | |
| (i) Establishment ... | 72 | ... | 95 | ... | 72 | ... | ... | ... |
| (ii) Other items ... | ... | ... | | ... | ... | ... | 94 | ... |
| Purchase of lymph ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Travelling allowance ... | 20 | ... | ... | ... | 25 | ... | ... | ... |
| Total (*h*) ... | ... | 92 | ... | 95 | ... | 97 | ... | 94 |
| Total 2 ... | ... | 9,887 | ... | 10,996 | ... | 9,157 | ... | 8,827 |
| Lighting charges including cost of lamp-posts, lanterns, etc.— | ... | ... | ... | ... | ... | ... | ... | ... |
| (*a*) Establishment ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| (*b*) Cost of Electric Power ... | ... | ... | ... | ... | ... | ... | ... | ... |
| (*c*) Lighting by contract ... | 430 | 430 | 351 | 351 | 502 | 502 | 414 | 414 |
| (*d*) Other items | | | | | | | | |
| Purchase of oil ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Do and repair of lamps, lamp-posts, etc. ... | 20 | ... | ... | ... | 50 | ... | ... | ... |
| Painting of poles ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Insulator renewals ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total (*d*) ... | ... | 20 | ... | ... | ... | 50 | ... | ... |
| Total 3 ... | ... | 450 | ... | 351 | ... | 552 | ... | 414 |
| 4. Accommodation for travellers— | | | | | | | | |
| (*a*) Establishment ... ... | 1,302 | 1,302 | | ... | 1,302 | 1,302 | | ... |
| (*b*) Other charges ... ... | ... | ... | | ... | ... | ... | | ... |
| Purchase and repair of vessels | | ... | | ... | ... | ... | | ... |
| Do of furniture ... | 300 | ... | 1,553 | ... | 300 | ... | 1,591 | ... |
| Rewards ... ... | | ... | | ... | ... | ... | | ... |
| Other items ... ... | | ... | | ... | ... | | | ... |
| Total (*b*) ... | ... | 300 | ... | ... | ... | ... | ... | ... |
| Total 4 ... | ... | 1,602 | ... | 1,553 | ... | 1,602 | ... | 1,591 |
| 5. Cattle pounds— | | | | | | | | |
| (*a*) Establishment ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| (*b*) Commission ... ... | 504 | ... | 438 | ... | 1,100 | ... | 985 | ... |
| (*c*) Feeding charges ... ... | 590 | ... | 317 | ... | 600 | ... | 780 | ... |
| Total 5 ... | ... | 1,094 | ... | 755 | ... | 1,700 | ... | 1,765 |
| 6. Markets and slaughterhouses— | | | | | | | | |
| (*a*) Establishment ... ... | 84 | ... | 105 | ... | 84 | ... | ... | ... |
| (*b*) Other charges ... ... | 25 | ... | | ... | 25 | ... | ... | ... |
| Total 6 ... | ... | 109 | ... | 105 | ... | 109 | ... | ... |

*Proceedings of the Government of His Highness the Maharaja of Mysore,*

C.—STATEMENT—*contd.*

| Items of expenditure | Estimate for the ensuing year 1911-11 | | Revised estimate for the current year 1912-13 | | Sanctioned estimate for the current year 1912-13 | | Accounts of past year 1911-12 audited figures) | |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | | 3 | | 4 | | 5 | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 7. Fairs and festivals ... .. | ... | .. | ... | ... | ... | .. | .. | ... |
| 8. Cattle shows and exhibitions | 400 | 400 | 555 | 555 | 400 | 400 | 576 | 576 |
| 9. Water-supply and maintenance charges— | | | | | | | | |
| (a) Establishment ... ... | ... | ... | ... | ... | 132 | 132 | .. | ... |
| (b) Other items ... ... | .. | ... | ... | ... | ... | .. | ... | ... |
| Contributions ... ... | | | | | | | | |
| Cost of pumping charges ... | .. | ... | ... | ... | ... | ... | ... | .. |
| Repairs to pipe lines and fountains ... .. | ... | ... | ... | ... | ... | ... | ... | ... |
| Total (*b*) ... | ... | .. | ... | ... | ... | .. | ... | .. |
| Total 9 .. | | ... | .. | ... | . | 132 | ... | ... |
| 10. Purchase and feeding of breeding bulls ... . | 100 | 100 | ... | ... | 100 | 100 | .. | ... |
| 11. Other items— | | | | | | | | |
| Public gardens and buildings ... | ... | .. | ... | ... | .. | ... | ... | ... |
| Establishment ... ... | ... | ... | ... | ... | .. | ... | ... | ... |
| Other charges ... ... | ... | ... | ... | ... | .. | .. | ... | ... |
| Avenues ... ... | ... | ... | ... | ... | ... | .. | ... | ... |
| Establishment ... ... | ... | ... | ... | ... | .. | .. | ... | ... |
| Other charges ... ... | ... | ... | ... | ... | .. | ... | .. | ... |
| Destruction of cover afforded to snakes ... .. | 50 | ... | ... | ... | 50 | ... | .. | ... |
| Destruction of stray dogs .. | 50 | .. | ... | ... | .. | ... | .. | ... |
| Rewards to dog and snake killers ... ... | 50 | ... | ... | ... | 50 | .. | .. | ... |
| Supply of boats ... ... | .. | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous ... .. | 300 | ... | 150 | ... | 210 | ... | 150 | ... |
| Total 11 ... | ... | 470 | ... | 150 | ... | 340 | ... | 150 |
| Total D ... | ... | 21,764 | ... | 22,842 | ... | 21,932 | . | 20,577 |
| E. Miscellaneous— | | | | | | | | |
| 1. Interest on loan ... ... | ... | ... | ... | ... | .. | .. | ... | ... |
| 2. Interest on overdrawals ... | ... | ... | ... | ... | .. | ... | ... | ... |
| 3. Other items— Expenditure of previous years adjusted in the current year .. .. | .. | .. | ... | ... | . | .. | . | ... |
| Total 3 ... | ... | ... | ... | ... | | ... | | ... |
| Total E ... | ... | ... | ... | .. | ... | ... | ... | ... |
| F. Public Debt— | | | | | | | | |
| 1. Loans ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 2. Deposits ... ... ... | 500 | ... | 752 | ... | ... | ... | 964 | ... |
| 3. Advances ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total F ... | ... | 500 | ... | 752 | ... | ... | ... | 964 |
| Total Expenditure ... | ... | 93,561 | ... | 1,02,920 | ... | 1,02,035 | .... | 1,02,265 |

*Local Fund and Sanitary (Local Boards), dated 2nd July 1913.*

D.—Statement showing the public works to be carried out during the year 1913-14—*contd.*

| Head of account | Names of works | Amount of estimate | Outlay | | Grant for 1913-14 | |
|---|---|---|---|---|---|---|
| | | | Actual to the end of 1911-12 | Probable during 1912-13 | Works in progress | Works not commenced |
| 1 | | 3 | 4 | 5 | 6 | 7 |
| A. Public works Executed by the Public Works Department. | *Original.* | Rs. | Rs. | Rs. | Rs. | Rs. |
| | 1. Metalling bad portions of Nagavara road ... ... | 1,500 | ... | 1,000 | ... | 300 |
| | 2. Constructing silt dams across check drains in Sidlaghatta road ... ... ... ... | 700 | ... | 500 | ... | 200 |
| | 3. Bridges across the weir channel of Hoskote Chikkere in the 1st mile of Sulibele road ... ... | 3,000 | ... | 1000 | ... | 500 |
| | Total ... | 5,200 | ... | 2,500 | ... | 1,000 |
| | *Repairs.* | | | | | |
| | 1. Kolar-Sompur road *via* Nandi ... ... ... | 3,900 | ... | ... | ... | 3,900 |
| | 2. Melekote-Dodhejjaji road ... ... ... | 100 | ... | ... | ... | 100 |
| | 3. Hoskote-Malur Railway feeder road ... ... | 350 | ... | ... | ... | 350 |
| | 4. Hoskote-Sulibele road ... ... ... | 600 | ... | ... | ... | 600 |
| | 5. Hoskote-Kadgodi-Anekal Railway feeder road ... | 2,500 | ... | ... | ... | 2,500 |
| | 6. Gunjur-Sausmond road ... ... ... | 150 | ... | ... | ... | 150 |
| | 7. Bangalore-Magadi-Huliyurdurga road ... ... | 4,500 | ... | ... | ... | 4,500 |
| | 8. Magadi-Kunigal road ... ... ... | 1,000 | ... | ... | ... | 1,000 |
| | 9. Bangalore-Mysore road *via* Kankanhalli ... ... | 5,780 | ... | ... | ... | 5,780 |
| | 10. Kankanhalli-Kodihalli road ... ... ... | 450 | ... | ... | ... | 450 |
| | 11. Kodihalli-Satnur road ... ... ... | 800 | ... | ... | ... | 800 |
| | 12. Closepet-Magadi road ... ... ... | 1,500 | ... | ... | ... | 1,500 |
| | 13. Closepet-Kankanhalli road ... ... ... | 1,200 | ... | ... | ... | 1,200 |
| | 14. Channapatna-Satnur road ... ... ... | 1,980 | ... | ... | ... | 1,980 |
| | 15. Channapatna-Halgur road ... ... ... | 320 | ... | ... | ... | 320 |
| | 16. Hoskote-Sidlaghatta road ... ... ... | 600 | ... | ... | ... | 600 |
| | 17. Attibele-Mathigiri road ... ... ... | 300 | ... | ... | ... | 300 |
| | 18. Iggalur-Anekal-Gumlapur road ... ... | 825 | ... | ... | ... | 825 |
| | 19. Bangalore-Anekal road *via* Bannerghatta ... | 2,970 | ... | ... | ... | 2,970 |
| | 20. Bangalore-Dommasandra road ... ... | 970 | ... | ... | ... | 970 |
| | 21. Bangalore-Varthur road ... ... ... | 960 | ... | ... | ... | 960 |
| | 22. Chikbanavar Railway feeder road ... ... | 50 | ... | ... | ... | 50 |
| | 23. Nelamangala-Dodballapur Railway feeder road ... | 1,700 | ... | ... | ... | 1,700 |
| | 24. Begur-Tyamagondlu-Nidavanda Railway feeder road ... ... ... ... | 750 | ... | ... | ... | 750 |
| | 25. Dobbspet-Sivaganga road ... ... ... | 250 | ... | ... | ... | 250 |
| | 26. Dobbspet-Koratagere road ... ... ... | 360 | ... | ... | ... | 360 |
| | 27. Devanhalli-Dodballapur road ... ... ... | 1,800 | ... | ... | ... | 1,800 |
| | 28. Devanhalli-Vadigenhalli road ... ... | 360 | ... | ... | ... | 360 |
| | 29. Venkatapur-Devanhalli road ... ... ... | 150 | ... | ... | ... | 150 |
| | 30. Bangalore-Nandidrug road ... ... ... | 750 | ... | ... | ... | 750 |
| | 31. Cross road at Dodballapur ... ... ... | 450 | ... | ... | ... | 450 |
| | 32. Carttrack from Palankere to Subrayanaghati temple road and thence to Gunjur ... ... | 500 | ... | ... | ... | 500 |
| | 33. Gudemarahalli-Magadi road ... ... ... | 750 | ... | ... | ... | 750 |
| | 34. Bangalore-Suburban road ... ... ... | 1,050 | ... | ... | ... | 1,050 |
| | 35. Loop lines from Dodballapur road 4-11 to Dodballapur Railway Station ... ... ... | 150 | ... | ... | ... | 150 |
| | 36. Yalekyatanhalli-Nidavanda feeder road ... ... | 200 | ... | ... | ... | 200 |
| | 37. Annual repairs of roads to Bannerghatta ... | 100 | ... | ... | ... | 100 |
| | Total ... | 41,125 | ... | ... | ... | 41,125 |

*Proceedings of the Government of His Highness the Maharaja of Mysore,*

D.—STATEMENT—*contd.*

| Head of account | Name of works | Amount of estimate | Outlay | | Grant for the year 1913-14 | |
|---|---|---|---|---|---|---|
| | | | Actual to the end of the year 1911-12 | Probable during the year 1912-13 | Works in progress | Works not commenced |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | *Original.* | Rs. | Rs. | Rs. | Rs. | Rs. |
| | *Bangalore Taluk.* | | | | | |
| | 1. Sinking a well at Kumbarahalli ... ... | 200 | ... | ... | .. | 200 |
| | 2. Sinking a pot ring well at Gollahalli ... ... | 50 | ... | ... | .. | 50 |
| | 3. Do at Hulimavu ... ... | 50 | ... | ... | ... | 50 |
| | 4. Sinking a well at Kengeri ... ... | 200 | ... | ... | .. | 200 |
| | *Hoskote Taluk.* | | | | | |
| | 5. Sinking a well at Gollahalli ... ... | 300 | ... | ... | ... | 300 |
| | *Devanhalli Taluk.* | | | | | |
| | 6. Sinking a well for Madigas at Hulibelavangala ... | 200 | ... | ... | ... | 200 |
| | 7. Do at Kirunahalli ... | 300 | ... | ... | ... | 300 |
| | 8. Constructing a cattle pound at Hulkunte ... | 250 | ... | ... | ... | 250 |
| | *Kanakapura Taluk.* | | | | | |
| | 9. Sinking a well at Tungadegowdana Doddi ... | 400 | ... | ... | ... | 400 |
| | *Channapatna Taluk.* | | | | | |
| | 10. Sinking a well at Sivappana Matt ... ... | 150 | ... | ... | ... | 150 |
| | 11. Do at Peehalli Doddi ... ... | 250 | ... | ... | ... | 250 |
| | 12. Constructing drains at Mahur Union ... ... | 200 | ... | ... | ... | 200 |
| | *Magadi Taluk.* | | | | | |
| | 13. Sinking a well at Thimmanahalli ... | 250 | ... | ... | ... | 250 |
| | 14. Do at Muchanahalli ... ... | 300 | ... | ... | ... | 300 |
| | *Devanhalli Taluk.* | | | | | |
| | 15. Constructing a tunnel in the road leading from Bangalore-Bellary high road to Beelahalli ... | 50 | ... | ... | ... | 50 |
| | For incomplete works in all the talukas ... .. | 1,500 | ... | ... | ... | 1,500 |
| | Total ... | 4,750 | ... | | ... | 4,750 |
| | *Repairs.* | | | | | |
| | *Bangalore Taluk.* | | | | | |
| | 1. Repairing roads in Begur Union ... ... | 100 | ... | ... | ... | 100 |
| | 2. Do drains in Yelahanka Union ... ... | 100 | ... | ... | ... | 100 |
| | 3. Do do Kengeri do ... ... | 100 | ... | ... | ... | 100 |
| | *Hoskote Taluk.* | | | | | |
| | 4. Repairing roads in Sulebele Union ... ... | 100 | ... | ... | ... | 100 |
| | 5. Do do and constructing drains in Hindignal Union. | 150 | ... | ... | ... | 150 |
| | *Dodballapur Taluk.* | | | | | |
| | 6. Repairing Hosahalli Cattle Pound ... ... | 120 | ... | ... | ... | 120 |
| | *Nelamangala Taluk.* | | | | | |
| | 7. Constructing parapet wall to the well at Jakkanhalli. | 50 | ... | ... | ... | 50 |
| | 8. Repairing well at Dodderi ... ... ... | 250 | ... | ... | ... | 250 |
| | 9. Do cattle pound at Dodbele ... ... | 50 | ... | ... | ... | 50 |
| | 10. Repairing roads and drains at Dodbele ... ... | 100 | ... | ... | ... | 100 |

B. Public works to be executed by the Civil Department.

*Local Fund and Sanitary (Local Boards), dated 2nd July 1913.*

D.—STATEMENT—*contd.*

| Head of account | Names of works | Amount of estimate | Outlay | | Grant for the year 1913-14 | |
|---|---|---|---|---|---|---|
| | | | Actual to the end of 1911-12 | Probable during 1912-13 | Works in progress | Works not commenced |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | | Rs. | Rs. | Rs. | Rs. | Rs. |
| B. Public works to be executed by the Civil Department. | 11. Repairing roads and drains at Sondekoppa ... ... | 200 | ... | ... | ... | 200 |
| | 12. Do cattle pound at Sondekoppa .. | 50 | ... | ... | ... | 50 |
| | *Kankanhalli Taluk.* | | | | | |
| | 13. Repairing roads and drains in Harohalli Union ... | 100 | ... | ... | ... | 100 |
| | 14. Do at Kodihalli ... ... ... | 150 | ... | ... | ... | 150 |
| | *Magadi Taluk.* | | | | | |
| | 15. Improving cart track to Tipsandra village from Kunigal road ... ... ... ... ... | 400 | ... | ... | ... | 400 |
| | 16. Repairing roads in Gudemarnahalli Union ... | 75 | ... | ... | ... | 75 |
| | 17. Do Thavarekere Union ... ... | 75 | ... | ... | ... | 75 |
| | 18. Do lanes in Motaganhalli Union ... | 100 | ... | ... | ... | 100 |
| | *Closepet Sub-Taluk.* | | | | | |
| | 19. Repairing roads, drains in Jalamangala Union ... | 150 | ... | ... | ... | 150 |
| | 20. Do Bidadi ... ... ... | 150 | ... | ... | ... | 150 |
| | 21. Do Musafirkhana at Closepet ... ... | 200 | ... | ... | ... | 200 |
| | *Channapatna Taluk.* | | | | | |
| | 22. Repairing roads at Kudlur Union ... ... | 100 | ... | ... | ... | 100 |
| | 23. Do at Honganur ... ... ... | 100 | ... | ... | ... | 100 |
| | *Anekal Taluk.* | | | | | |
| | 24. Repairing roads in Jigani Union ... ... | 150 | ... | ... | ... | 150 |
| | 25. Do in Athibele ... ... ... | 100 | ... | ... | ... | 100 |
| | 26. Do Dommasandra ... ... ... | 50 | ... | ... | .. | 50 |
| | *Devanhalli Taluk.* | | | | | |
| | 27. Revetting the well at Dodsanne ... ... | 200 | ... | ... | ... | 200 |
| | 28. Repairing roads and drains in Budigere Union ... | 100 | ... | ... | ... | 100 |
| | 29. Repairing roads and drains in Avati Union ... | 100 | ... | ... | ... | 100 |
| | 30. Do Bagalur ... ... ... | 100 | ... | ... | ... | 100 |
| | 31. Do Rajankunte road ... ... | 100 | ... | ... | ... | 100 |
| | For incomplete works in all the taluks ... ... | 1,500 | ... | ... | ... | 1,500 |
| | Total ... | 5,370 | ... | ... | ... | 5,370 |

*Proceedings of the Government of His Highness the Maharaja of Mysore,*

F.—Statement showing details of charges under medical

| No. | Details | Name and locality of medical institutions: Closepet | | | | Mugadi | | | | Channapatna | | | | Doddaballapur | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proportion of cost borne | Number | Rate | Amount | Proportion of cost borne | Number | Rate | Amount | Proportion of cost borne | Number | Rate | Amount | Proportion of cost borne | Number | Rate | Amount |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| | | | | Rs. | Rs. | | | Rs. | Rs. | | | Rs. | Rs. | | | Rs. | Rs. |
| 1 | Charge allowance ... | | 1 | 10 | 80 | | 1 | 10 | 80 | | 1 | 10 | 80 | | 1 | 10 | 80 |
| 2 | Compounder ... ... | | 1 | 15 | 120 | | 1 | 15 | 120 | | 1 | 15 | 120 | | 1 | 15 | 120 |
| 3 | Dispensary coolie ... | | 1 | 6 | 48 | | 1 | 6 | 48 | | 1 | 6 | 48 | | 1 | 6 | 48 |
| 4 | Additional coolie ... | | ... | ... | ... | | ... | ... | ... | | ... | ... | ... | | ... | ... | ... |
| 5 | Watchman ... ... | Two thirds | 1 | 2 | 16 | Two thirds | 1 | 2 | 16 | Two thirds | 1 | 2 | 16 | Two thirds | 1 | 2 | 16 |
| 6 | Contingencies ... ... | | ... | ... | 21 | | ... | ... | 21 | | ... | ... | 21 | | ... | ... | 21 |
| 7 | Furniture ... ... | | ... | ... | 9 | | ... | ... | 9 | | ... | ... | 9 | | ... | ... | 9 |
| 8 | Feeding in-patients ... | | ... | ... | 18 | | ... | ... | 19 | | ... | ... | 18 | | ... | ... | 18 |
| 9 | Bedding and clothing ... | | ... | ... | 3 | | ... | ... | 3 | | ... | ... | 2 | | ... | ... | 2 |
| 10 | Country medicine ... | | ... | ... | 48 | | ... | ... | 49 | | ... | ... | 49 | | ... | ... | 49 |
| 11 | House rent ... ... | | ... | ... | ... | | ... | ... | ... | | ... | ... | ... | | ... | ... | ... |
| 12 | Pay of midwife ... ... | Half | 1 | 15 | 90 | Half | 1 | 15 | 90 | Half | 1 | 15 | 90 | Half | 1 | 15 | 90 |
| 13 | Travelling allowance ... | | ... | ... | 4 | | ... | ... | 4 | | ... | ... | 4 | | ... | ... | 4 |
| 14 | Midwifery articles ... | | ... | ... | 3 | | ... | ... | 2 | | ... | ... | 2 | | ... | ... | 2 |
| 15 | Fees for extra labour cases ... | | ... | ... | 3 | | ... | ... | 3 | | ... | ... | 3 | | ... | ... | 3 |
| | Total ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

| No. | Details | Name and locality of medical institutions: Hoskote | | | | [illegible] | | | | Devanhalli | | | | Nelamangala | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proportion of cost borne | Number | Rate | Amount | Proportion of cost borne | Number | Rate | Amount | Proportion of cost borne | Number | Rate | Amount | Proportion of cost borne | Number | Rate | Amount |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| | | | | Rs. | Rs. | | | Rs. | Rs. | | | Rs. | Rs. | | | Rs. | Rs. |
| 1 | Charge allowance ... | | 1 | 10 | 80 | | 1 | 10 | 80 | | 1 | 10 | 80 | | 1 | 10 | 80 |
| 2 | Compounder ... | | 1 | 8 | 64 | | 1 | 15 | 120 | | 1 | 15 | 120 | | 1 | 15 | 120 |
| 3 | Dispensary coolie ... | | 1 | 6 | 48 | | 1 | 6 | 72 | | 1 | 6 | 48 | | 1 | 6 | 48 |
| 4 | Additional coolie ... | | ... | ... | ... | | ... | ... | ... | | ... | ... | ... | | ... | ... | ... |
| 5 | Watchman ... | Two thirds | 1 | 2 | 16 | Full | 1 | 2 | 24 | Two thirds | 1 | 2 | 16 | Two thirds | 1 | 2 | 24 |
| 6 | Contingencies ... | | ... | ... | 22 | | ... | ... | 2 | | ... | ... | 21 | | ... | ... | 21 |
| 7 | Furniture ... | | ... | ... | 9 | | ... | ... | 13 | | ... | ... | 9 | | ... | ... | 9 |
| 8 | Feeding in-patients ... | | ... | ... | 18 | | ... | ... | 30 | | ... | ... | 19 | | ... | ... | 18 |
| 9 | Bedding and clothing ... | | ... | ... | 3 | | ... | ... | 3 | | ... | ... | 2 | | ... | ... | 2 |
| 10 | Country medicine ... | | ... | ... | 49 | | ... | ... | 73 | | ... | ... | 49 | | ... | ... | 48 |
| 11 | House rent ... | | ... | ... | ... | | ... | 4 | 60 | | ... | ... | ... | | ... | ... | ... |
| | Total ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 12 | Pay of midwife ... | Half | 1 | 15+5 | 120 | Full | 1 | 15 | 180 | ⅓ | 1 | 15 | 90 | ½ | 1 | 15 | 90 |
| 13 | Travelling allowance ... | | ... | ... | 4 | | ... | ... | 7 | ... | ... | ... | 4 | ... | ... | ... | 4 |
| 14 | Midwifery articles ... | | ... | ... | 2 | | ... | ... | 4 | ... | ... | ... | 2 | ... | ... | ... | 2 |
| 15 | Fees for extra labour cases ... | | ... | ... | 3 | | ... | ... | 7 | ... | ... | ... | 3 | ... | ... | ... | 3 |
| | Total ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

*Local Fund and Sanitary (Local Boards), dated 2nd July 1913.*

r the year 1913-14.—*contd.*

Name and locality of medical institutions

| Proportion of cost borne | Kankanhalli Number | Kankanhalli Rate | Kankanhalli Amount | Anekal Proportion of cost borne | Anekal Number | Anekal Rate | Anekal Amount | Aralepet Proportion of cost borne | Aralepet Number | Aralepet Rate | Aralepet Amount |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| | | Rs. | Rs. | | | Rs. | Rs. | | | Rs. | Rs. |
| | 1 | 20 | 160 | | 1 | 10 | 80 | | ... | ... | ... |
| | 1 | 15 | 120 | | 1 | 15 | 120 | | 1 | 8 | 64 |
| | 1 | 6 | 48 | | 1 | 6 | 48 | | 1 | 7 | 56 |
| | ... | ... | ... | | ... | ... | ... | | 1 | 5 | 40 |
| Two-thirds | 1 | 3 | 24 | Two-thirds | 1 | 4 | 32 | Two-thirds | 1 | 7 | 56 |
| | ... | ... | 22 | | ... | ... | 22 | | ... | ... | 21 |
| | ... | ... | 10 | | ... | ... | 9 | | ... | ... | 9 |
| | ... | ... | 19 | | ... | ... | 16 | | ... | ... | ... |
| | ... | ... | 3 | | ... | ... | 2 | | ... | ... | ... |
| | ... | ... | 49 | | ... | ... | 49 | | ... | ... | 49 |
| | ... | ... | ... | | ... | ... | ... | | ... | 20 | 160 |
| | 1 | 15+5 | 120 | | 1 | 15 | 90 | | ... | ... | ... |
| | ... | ... | 5 | Half | ... | ... | 4 | | ... | ... | ... |
| Half | ... | ... | 2 | | ... | ... | 3 | | ... | ... | ... |
| | ... | ... | 3 | | ... | ... | 3 | | ... | ... | ... |
| | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

Name and locality of medical institutions

| Proportion cost borne | Yelahanka Number | Yelahanka Rate | Yelahanka Amount | Tyamagondlu Proportion of cost borne | Tyamagondlu Number | Tyamagondlu Rate | Tyamagondlu Amount | Total for the district Proportion of cost borne | Total for the district Number | Total for the district Rate | Total for the district Amount |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| | | Rs. | Rs. | | | Rs. | Rs. | | | Rs. | Rs. |
| | 1 | 10 | 120 | | 1 | 10 | 80 | ... | ... | ... | 1,120 |
| | 1 | 8 | 96 | | 1 | 15 | 120 | ... | ... | ... | 1,484 |
| | 1 | 6 | 72 | | 1 | 6 | 48 | ... | ... | ... | 680 |
| | ... | ... | ... | | ... | ... | ... | ... | ... | ... | 40 |
| Full | 1 | 2 | 24 | Two-thirds | 1 | 2 | 16 | ... | ... | ... | 328 |
| | ... | ... | 32 | | ... | ... | 22 | ... | ... | ... | 300 |
| | ... | ... | 13 | | ... | ... | 9 | ... | ... | ... | 126 |
| | ... | ... | 30 | | ... | ... | 18 | ... | ... | ... | 243 |
| | ... | ... | 3 | | ... | ... | 2 | ... | ... | ... | 32 |
| | ... | ... | 73 | | ... | ... | 49 | ... | ... | ... | 682 |
| | ... | ... | ... | | ... | ... | ... | ... | ... | ... | 220 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5,25 |
| | 1 | 15 | 180 | ... | ... | ... | ... | ... | 11† | ... | 1,260* |
| Full | ... | ... | 7 | ... | ... | ... | ... | ... | ... | ... | 59 |
| | ... | ... | 4 | ... | ... | ... | ... | ... | ... | ... | 32 |
| | ... | ... | 7 | ... | ... | ... | ... | ... | ... | ... | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,168 |

† Relieving midwife. * Includes Rs, 180, being the pay of a relieving midwife at Rs, 15 per mensem.

# 1913-14

GOVERNMENT OF HIS HIGHNESS
THE MAHARAJA OF MYSORE

LOCAL FUND AND SANITARY
(LOCAL BOARDS)

PROCEEDINGS

*ated 2nd July 1913*

No. 32-45
L. B. 246-

Sanctions the Budget Estimates of the District Board of Bangalore for the year 1913-14.

GPB—25-8-13—250

Mysore Public Works Department,

No. 717 Central Office,

Dated Bangalore, 25th August 1913.

From

The Chief Engineer of Mysore,

Bangalore,

To

A. Subba Rao, Esq.,

Engineer, No.68 Second Road, Chamarajpet,

Bangalore City.

Sir,

With reference to your application dated the 8th August 1913, requesting permission to run a steam tramway on the Provincial roads from Bangalore to Kunigal, I have the honour to state that the application is not accompanied by any information or conditions of working to allow of the case being sent up to Government for orders. The following information is needed:-

(1) Where the station yard and workshops will be located in Bangalore?

(2) In what direction the line will run from the level crossing at Yeswanthapur? Has the consent of the Municipality been taken for the route?

(3) Proper plans and surveys will be required showing the width of the roads in each furlong on banks and overbridges to find out where all regrading will be necessary and how far the width required for cart traffic will be secured. In case cuttings + banks are required to secure the ruling gradient (1 in 25) deviations will be needed.

(4) The trial section may be rapidly taken as suggested by Mr.Bell.

(5) Traffic statistics is necessary. They may be collected by examining the toll accounts at Malleswaram, Sankey's tank and Munireddipalayam Cookade.

(6) Each bridge and tunnel have to be examined and the cost strengthening and improving calculated.

2. A tolerably complete project may be forwarded in the first instance to the Engineer-in-Chief, State Railway Construction Department, who, if he is satisfied with the engineering and traffic aspects of the scheme will submit it to Government. The question as to whether the line may run along the Trunk road will then be considered by this Department.

I have the honour to be,

Sir,

Your most obedient servant,

Sd. K Krishnaswamy.

For Offg: Chief Engineer of Mysore

No 68 Second Road Chamraj Pet

Bangalo

N d brg c/-
H.J
8/8/13

SECRETARIAT OFFICE
REGD. No. 5615
8 AUG 1913
MYSORE P. W. DEPT.

8th August 1913.

From

Mr A Subba Row
Engineer

K Sreenivasa Row Esquire
Chief Engineer of Mysore
Bangalore.

I beg to inform you that a few months
submitted a Scheme to the Secretary for
ys in Mysore to run a 30" gauge Steam
Tramway from Bangalore to Kunigal via Magadi
It had to be sent to the Bangalore and Tumkur
Districts Boards for opinion and sanction as the
roads upon which I proposed to run the Steam
Tramway were District-fund roads.

Both the District Boards duly considered the
project in their meetings and while the Tumkur
District-fund Board expressed their desire to give me
permission, the Bangalore District Board took
advantage of my completed Scheme and came to
the conclusion that they should themselves work it

After the present Deputy Commissioner Mr. Chandy took charge of this District, they held another meeting and Cancelled their own previous resolution and resolved to introduce a motor Service between Bangalore and Magadi.

Thus you will See that my scheme has fallen through So far as the Bangalore District Board is concerned.

Although the District Board of Bangalore Tumkur is favorably disposed towards my Scheme one of their conditions is that I must run the line up to Tumkur. I am quite willing to undertake the measure, but for all practical purposes it is absolutely necessary that Bangalore should be the Head quarter of my Steam Tramways and with this view, I now beg to approach you.

I humbly request, you will be kindly pleased to permit me to run a 24" gauge line from Bangalore one side of direct to Kunigal via Nelamangala and Solur on the existing Provincial road.

I may be permitted to add that the Secretary for Railways in Mysore is also in favor of this vide his notes enclosed for your kind perusal.

As the Government itself is in favor of encouraging private Companies to work out such useful schemes as these for the development of our Province, I humbly trust you will let me have the permission as early as possible to enable me to float a Company to work out my scheme for which every arrangement has been made.

I beg to remain
Sir
Your most obedient Servant.
Subba Rao.

N O T E

on

KUNIGAL STEAM TRAMWAY.

---

Location.

On Friday the 24th January 1913 the proposed terminal arrangements for the tramway were looked into in compar with Mr. Subba Rao. It is proposed to leave the Nagadi Road at a point about 4 miles out whence an alignment for the tramway independent of the - road is suggested. The proposed - alignment follows a small valley up to the Mysore Bangalore railway which it is proposed to cross at a place where there is 17 feet of bank, by means of an underbridge and then continue to the Brick and Tile Works near the - Mysore road. There is a heavy rise from the crossing of the railway to the Brick and Tile Works but this can probably be negotiated.

On Saturday the 25th, the first 20 miles of the road were examined. The line from the brick and Tile Works would join the Nagadi road about mile 3/5, but there is a nasty dip in the road at mile 5 and again between mile 5 and 4/6 there is a sharp descent to a nulla with some bad curves and it is somewhat doubtful if the road align- ment could be adhered to. At mile 5/6 a nulla is crossed with a 40' arch

built in brick. The bridge is in good repair and is probably quite strong enough for light engines, but this may require some investigation. It is presumed, however, that the arch is strong enough to carry a 15 ton road roller which would be about as severe as a 2'-6" gauge Engine.

It may, of course, not prove feasible to get down to the level of this bridge without considerable development

There is again a steep riseon the other side up to 5/9 but a diversion road has been made here to ease the grade and the tramway alignment should follow the diversion.

From mile 7 no difficulty should be experienced in utilizing the road bed as it is as far as mile 6/14 where a summit might require a little cutting. The tramway should of course leave the road if anything more than 18" or 2' of cutting is necessary, as a deep cutting on the edge of the road would be dangerous to cart traffic.

Again beyond Tavarakere there is a rise which might necessitate an independent alignment to the north of the road with some cutting. From mile 16 begins the long run down to the Arkavati river. The grade is steep in places and there are several sharp

curves. It may be necessary to make an independent alignment here for short lengths, but the road runs mostly on the side of a hill, and any grade up to say 1 in 50 seems possible.

The Arkavati is crossed with a brick masonry arched bridge, consisting of 7 spans of 30 feet (paced not measured). The bridge seems in good condition and is probably quite strong enough to carry a light railway. The country for the first 20 miles is undulating and does not appear to be very highly cultivated, being chiefly under dry crops. Villages are rather few and far between and no cart traffic to speak of was encountered, but possibly people travel more by night.

On the other side of the Arkavati the country is more rugged and there will be more difficulty in keeping to the road.

A separate alignment will be necessary from the bridge, but there is a convenient valley just north of and parallel to the road up which the line can develop and the road can be utilized again from about 4/22.

At 4/24 there is another small river, and the bridge over it can be utilized but the descent on each side is rather steep.

At 4/25 a larger river is crossed with a bridge of 3 spans of 30' arches. The piers are of stone. but the arches are probably built of brick as they are plastered over- the bridge is in first rate condition and could be - utilized. Separate approaches will be necessary on each side as the road has very sharp curves and also steep - gradients. There are several steep ascents and descents in the next few miles and finally a summit is reached at 4/25 where some cutting would be required and then there is a steep descent to Nagadi. After passing - Nagadi the tramway should be located north of the road to near 6/31 and then on the road to mile 32 where there is a sharp rise to 4/33 and a descent to 1/34 both of which might prove too steep, but after this, there is no difficulty right on to Kunegal and the road could be utilized.

Class of Tramway.

The country through which the proposed tramway will pass does not appear to be very populous , or one likely to yield much traffic to a railway, but no doubt the principal objective Kunegal is an important - place.

It is therefore very necessary to keep down the initial capital - expenditure to the lowest possible limit, later on if and when traffic develops improvements can be taken =

in hand. It is unlikely that in the first instance train loads in excess of 50 or 60 tons (assuming one daily train each way) will be required and an engine with 6,500 lbs tractive force would haul a load of 55 tons up a grade of 1 in 25, which if it suits the road gradient is the one recommended. Such an engine would haul a load of 93 tons up 1 in 50 or 116 tons up 1 in 70.

It is then a simple matter of calculation as to grade improvement when the traffic justifies it. For instance assuming that it costs a lakh of rupees to improve the grade from 1 in 25 to 1 in 70 and that a saving in haulage of 1 pie per tonmile is thereby gained, this expenditure would add Rs.4,000 per annum to the interest charges and to save this a traffic of 7,68,000 ton miles would be necessary.

In the report it is stated that after the first 18 miles, the road is fairly ready to receive the track but the most difficult country is between miles 17 and 28 where for long stretches the road must have a steeper gradient than 1 in 25.

However, the amount allowed for earthwork should prove sufficient with a ruling gradient of 1 in 25, and generally speaking the detailed amounts are reasonable, but

43

unfortunately a mistake of a lakh has been made under "Rolling Stock" in the addition and therefore in the total which should be Rs.6,59,325/- and not Rs.5,59,325/- On the correct figure the estimated net earnings would pay about 5%

It is recommended that the first thing to be done is to get a section of the road made from end to end, after which the ruling - gradient might be fixed and it would at once appear evident where deviations would be necessary. A section could probably be made accurately enough for this purpose by taking levels at each furlong stone setting up the instrument midway between, and thus save the trouble and expens of chaining (saving 2 men's wages)

Where summits and sags occurred at intermediate points between - furlong stones readings would of course have to be taken, but the position could be noted by measuring with a tape to the nearest furlong stone.

29/1/13

44

68. Second Road, Chamarajapet,

Bangalore, 20th March 1913.

From,

M. r A. Subba Rao,

Engineer,

B A N G A L O R E.

To,

E. A. S. Bell, Esquire.

Secretary to Railways in Mysore,

B A N G A L O R E.

Sir,

Here is my Tramway Scheme in Mysore about which I have consulted you and obtained your valuable advise in the capacity of Engineer-in-Chief, Mysore State Railway Construction Department.

As desired I have taken the sections of the road and presented herewith for your kind perusal and proposals to be put thereon.

It now rests with you to place the Scheme before the Government with your strong support, as you have inspected the proposed line very minutely and to obtain the early sanction to enable me to work out the scheme.

I beg to inform you that influential gentlemen have come forwards to raise the required capital locally as soon as you give me the sanction to float the Company.

I feel very thankful and grateful to you for all the advi you were kindly pleased to give me.

No.68, Second Road, Chamarajapet,

Bangalore, 20th March 1913.

From

Mr. A. Subba Rao,

Engineer,

BANGALORE.

To.

M. Visvesvaraya, Esq., B.A., L.C.E., C.I.E.,

Dewan of Mysore,

BANGALORE.

Honoured Sir

I humbly beg to enclose for your kind perusal and early orders a Scheme which I have prepared. It is to run a Steam Tramway on the existing Provincial roads on 2'-6" gauge I propose to run the Tramway to all such places as are not likely to be connected by Railway

At present I propose to run a [illegible] Bangalor to Kunigal via Magadi a distance of 43 miles

This scheme has met with the approval of the mercantile community of Bangalore, Magadi and Kunigal and also of the general population of these places.

I need not write much upon the usefulness of such Steam Tramways as fast transport has now become almost a necessity for the development of agriculture, commerce, industrie

The work-shops which will be established in connection with the Scheme will not only give employment to many persons, but will also be a training school for intelligent young men whose services can be utilized if and when needed for other Railways in the Province.

I may be permitted to mention that I consulted - Mr. Bell, Engineer-in-Chief, Mysore State Railway Construction Department and I am so thankful to write that he not only took a favourable view of my scheme but also took the trouble to go overthe proposed line minutely from beginning to end i.e., from Bangalore right up to Kunigal. As advised by him sections of the road have also been taken.

As I do not seek the usual Government guarantee, I beg you will kindly let me have the following concessions, to infuse confidence among the public and to raise the necessary capital locally as I mean to float Company to workout my scheme

1st. That all lands required for the Tramway - Company from Bangalore up to Kunigal be given free.

2nd. That a Railway cess of 3 pies in the Rupee belevied in the Taluks in which the Tramway will run and the same be paid to this Company after the line is opened for traffic.

3rd. That the amountnow allotted by the Government to the D.P.W., to maintain the road, be transferred to this Company to keep the road in suitable conditions, the Company supplementing whatever additional amount is needed.

In conclusion, I respectfully beg that you will consider the scheme favourably and pass early orders, as people in the mofussil, especially Magadi and Kunigal are anxiously expecting its realizatior

If any additional information is required, or any personal explanation is found necessary, I shall be at your service and supply

# MYSORE STEAM TRAMWAYS.

## The Bangalore Kunigal Section.

* * * * * * * * *

## G E N E R A L.

This Scheme has for its object the construction of a cheap Steam Tramways for the convenience and benefit of the rural people who now feel the necessaty of fast and continuous system of transport, due to the increase in trade and commerce as the present crude methods of transport are unsatisfactory and unsafe.

The result of these tramways will be first opening out the Country through which they pass.

Second. Agricultural developments followed by industrial develpoments.

By creating fast transport facilities, large areas of land could be brought under cultivation and healthy occupations could be given to people of those parts, thus providing them with education, technical knowledge and instruction in the various industries and also in uplifting their social - status, besides providing them with food, work and protection

Under theses circumstances, it is believed that these Steam Tramways by which through and safe communication could be effected sufficiently for initial traffic will be very - appropriate ones and by pursuing this policy most of our Taluk Head Quarters and other important places will have continuous communications and will be fulfilling most of the conditions conducive to the development of economic which has now engaged the attention of the Government.

## P R E L I M I N A R Y

This project is to construct a cheap Steam Tramway on 30 inches gauge from Bangalore to Kunigal Via Magadi a distance of 43 miles and eventually to continue it on to the Taluk Head Quarters and other important places in the Province by laying the permanent way on the existing Provincial Roads easing the grades to 1 in 25 wherever required. thereby considerably saving the charges of land earth-wrok, bridging heavy permant way, stations, signals and other appliences, all of which necessitates a heavy - capital out-lay. Thus the intial cost of the line could be brought down to about Rs.12,000/- a mile as could be s from the estimate attached herewith.

## L O C A T I O N.

It is intended to start the line from a point to the West of the City Brick and Tile Works, where a large area of land is available to suit the purposes of the Tramway - Yard &c., as it is found necessary to avoid the present - Magadi Road Railway crossing.

The Road from Bangalore up to Kunigal has to be regarded to 1 in 25 in places where the present road is found -- steeper than 1 in 25.

The total length of the line will be 43 miles.

---***---

## GRADIENTS AND CURVES.

It is proposed to have a gradient of 1 in 25 and a - minimum radius of 150' curve.

---

## CONSTRUCTING AND ENGINEERING.

In order to ease the grade wherever required provision

has been made for small banks and cuttings and for this an average of 3 x 1 x 1760 equals 5,280 Cubic Yards per mile is calculated which I believe is too liberal.

Provision is also made to strengthen the bridges - wherever they are found weak

A small amount has also been provided for fencing around stations and halting places near villages by the road side.

The permanent way will consist of the new flat footed steel rails weighing 20 lbs. per yard fished and laid on p perly selected jungle wood sleepers and secured to the sl pers by dog spikes with sand ballast

All necessary work-shops, Office &c., will be erected on the land to the West of City Brick and Tile Works, Bangalor

As the distance of the line is only 43 miles, an engine can take a train out in the morning and return the same evenir making a trip of 86 miles, so that there will be no necessity for change of engines.

Three engines will be provided for at the outset to work the traffic of the line. The number will be increased as the traffic develops (for which there are bright prospects).

## LABOUR AND MATERIALS.

Construction will be carried out on the petty contract system as unskilled labour is plentiful all along the road - and the skilled labour could be had along the line and at - Bangalore.

Building materials are obtainable all along the road and good jungle wood sleepers can be had from Magadi jungles.

Buildings will be roofed with Mangalore tiles laid on Jungle wood.

## ARRANGEMENT OF STAFF.

The Company will make efficient arrangements to execute he work

[illegible]

Lands required for all purposes of the Company is expected to be given free of charge by the Government.

## THE TRADE STATISTICS.

Stations will be provided for at Bangalore, Thavarekere, Magadi and Kunigal, and also halting arrangements would be made near all important villages by the road side,

The country on either side of the road is well cultivated (though not visible from the road), producing rich crops of - paddy, ragi, sugar cane, groun-nuts, tamarind oil and pulse-seeds and other food stuffs. Bamboos and fire-wood are also abundant in the Magadi Jungles and all of which are exported in large quantities to Bangalore.

Betal leaves are daily exported from the adjoining villages of Thavarekere and other villages by the road side.. Large areas of land are under mulberry cultivation and silk farming in carrie on in Magadi and Kunigal Taluk

The imports are piece goods, hard-ware, tiles, salt, kero-sine oil and cotton yarn &c.

The average daily exports and imports are

| | Export | | Imports. | |
|---|---|---|---|---|
| | Cart loads | Tons | Cart Loads | Tons |
| Kunigal | 20 | 10 | 10 | 5 |
| Nagadi | 14 | 17 | 7 | 3 |
| | 34 | 27 | 17 | 8 |

making a daily total of 25 tons of inward and outward goods or 9,125 tons annually.

This gives a total [illegible] annually, which 1½ anna per ton mile gives an annual income of Rs.3,[illegible] inward figures 36,700/- round

There is also a large passenger traffic between Bangalore nd Kunigal. Jutkas and bul[illegible] running from angalore and Nagadi besides foot passengers and travellers - oming in loaded carts. Most of the Kunigal Passengers go ia Nelamangala and Solur.

Assuming that 50 passengers (least number) are carried n each train daily for the total distance the daily passenger iles will come to (2 x 50 x 43) 4,300, which at 3 pies per - assenger mile gives a daily revenue of Rs.67/- or 24,455/- a 'ear in round figures 24,400/-.

The carriage of mails and parcels may be expected to pay about Rs.2,500/- per annum.

Thus the total of gross receipts under these three heads of traffic, viz., goods, passengers and mails and parcels comes to Rs.63,600/-.

Assuming that the working expenses will amount to Re.1/- per train mile and taking the daily train milage as 86, the - working expenses will amount to (1 x 86 x 365) Rs.31,390/- or in round figures Rs.31,400/-

Deducting this amount from the gross receipts Rs.63,600/- shown above, it leaves a net credit balance of Rs.32,200/-

Most of the above traffic is local and there are prospects of its being increased when fast communication facility is -- created.

## ORE STEAM TRAMWAYS

(Gauge 2'-6") Bangalore Kunigal Section. (Length 43 miles)

### ABSTRACT OF COST.

| Heads of Accounts. | Total Cost in Rupees. Sub Head Total Cost | Sub Head Rate per mile | Main Head. Total Cost | Main Head. Rate per mile. |
|---|---|---|---|---|
| Preliminary expense | | | ,525 | 175 |
| Survey | 3,375 | 75 | | |
| Plant | 1,125 | 25 | | |
| Establishment | 3,375 | 75 | | |
| II Formation | | | 3,380 | 660 |
| Earth Work | 33,380 | 660 | | |
| III Bridge Work | | | 1,620 | 340 |
| Repairing the old ones wherever necessary | 4,620 | 340 | | |
| IV Fencing | | | 2,150 | 50 |
| 1. Fencing | 1,075 | 25 | | |
| 2. Mile & gradient posts | 1,075 | 25 | | |
| V Ballast and permanent way | | | 73,050 | 6,350 |
| 1. Ballast Sand | 3,600 | 200 | | |
| 2. Permant way including new 20 lbs rails, fish plates, dog spikes and bolts and nuts and jungle wood sleepers &c complete. | 264,450 | 6,150 | | |
| Stations and Buildings | | | 21,000 | 500 |
| 1. Offices | | | | |
| 2. Work Shops | | | | |
| 3. Staff Quarters | | | | |
| 4. Station Machinery | 21,500 | 500 | | |
| Plant | | | 10,750 | 250 |
| 1. Engineering | 5,375 | 125 | | |
| 2. Station & office furnit--- | 5,375 | 125 | | |
| III Rolling stock | | | 86,000 | 2000 |
| 1. Locomotives | 42,000 | | | |
| 2. Carriages & Waggons | 44,000 | 2000 | | |
| General Charges | | | 25,800 | 600 |
| 1. Direction, | 4,500 | 100 | | |
| 2. Engineering | 9,000 | 200 | | |
| 3. Stores. | 9,000 | 200 | | |
| 4. Audit & Accounts. | 2,250 | 50 | | |
| 5. Traffic. | 2,250 | 50 | | |
| Net cost of construction | | | 4,69,775 | 10,925 |
| Add for Directors Fees, Stamp duties &c, and promotion money at 7 % on above | | | 33,000 | |
| | | | 5,02,775 | |
| Capital required in round figures. | | | 5,00,000/ | |

DEPUTY COMMISSIONER'S OFFICE,
BANGALORE DISTRICT,
DATED, BANGALORE 24th Sept 1913

56

From,

K. Chandy Esqre B. A.,

*Deputy Commissioner,*
*Bangalore District.*

To,

Kanpur Srinivasa Rao, Esqre,
B. Sc., L. C. E.,
Offg Secretary to the Govt of Mysore,
Public Works Department.

Sir,

With reference to No. 339 dated 16th/19 September 1913, from the Secretary to the Government of Mysore for Railways, forwarding copy of his letter No. 338-9 dated 16th/19 September 1913, to you regarding motor bus Service between Bangalore and Kunigal, I have the honor to request that you will be so good as to obtain the orders of Government on the matter at an early date

I have the honor to be
Sir,
Your Most Obedient Servant.

K. Chandy

*Deputy Commissioner,*
*Bangalore District.*

$

From

The Deputy Commissioner
Bangalore South

To

The Secretary to the Govt.
Genl & Rev Depts

Dated 14-1-14.

Despatched 20-1-14

Received

General No. P. 558.
No.

Enclosure No. one.

Requests to ascertain & intimate to this office the views of the Govt re the financing & guarantee of 4 p.c'nt on the capital cost of opening a Steam Tramway between Bl'lore & Kumpipet via Magadi

Office of the Deputy Commissioner,

Bangalore District.

Dated Bangalore, 19th January 1914.

No.-----

From

K.Chandy Esq., B.A.,

Deputy Commissioner,

Bangalore District.

To

K.P.Srinivasa Iyengar Esq.,M.A.,

Secretary to the Government of H.H.

the Maharaja of Mysore, Genl and Rev.Depts.

Sir,

In forwarding herewith a letter received from Mr.Harnik Krishnamurti Rao, District Board Member of Bangalore, in re the opening of a steam Tramway between Bangalore and Hunigal via Nagadi, I have the honor to request that the views of -- Government as regards financing and the guarantee of 4 % -- interest on the capital cost may kindly be ascertained and intimated to this office for communication to Mr.Harnik Krishnamurti Rao as requested by him.

I have the honor to be

Sir,

Your most obedient servant.

K Chandy

Deputy Commissioner,

Bangalore District.

I.S.F.
1.

Proposal of the Dt Bd of Bangalore to instal a Motor Traction Service between Bangalore and Kunigal via Magadi

G.R.S. 28]

File No. 177/13
Serial No. 3

Diary No. of letter replied to 743

Tidy draft

*Proceedings of the Government of His Highness the Maharaja of Mysore*

GENERAL AND REVENUE SECRETARIAT.
( 15 )

, the 191 .

. 4 on page 3 of the office note

Date of issue

Signed by Mr A.V. Ramanathan

READ—

Correspondence ending with memo: no 1651/9941 dated the 27th November 1913 from the Secretary to Government in the P. W. Department in the matter of the proposal of the District Board of Bangalore to instal a motor Road Traction Service between Bangalore and Kunigal via

over.

ORDER THEREON. No.

SUBJECT.

10/14

G.R.S. 29.1.

GENERAL AND REVENUE SECRETARIAT.

( LB

DRAFT ENDORSEMENT ON | File No. LB 177-13
Serial No.

No. 7704 LB 177-13-3 Enone.

Dated 9.2.14, the ——— 190 .

Issued on the ———

Copy forwarded to the Secretary for Railways, Mysore Govt in Continuation of G.O. No. 7483-5 LB 177-13-3 dated 2nd Feb 1914, declining to sanction a loan of Rs 50000 to the Dt Bd of Bangalore for installing motor road Traction Service between Bangalore and Kushigal. ~~The subject of the paper to be one for consideration~~ for this purpose

as the subject of the present reference appears to be one for consideration in the Rly Dept

By Order, etc.,

Asst for Secretary

List of papers forwarded.

A copy of the Bangalore Deputy Commrs letter No. 558 dated the 19th Jan 1914 together with its enclosure in original

(7)

MGCPB—8,000—16-2-05